

Docket Item #9
DEVELOPMENT SPECIAL USE PERMIT #2002-0050
ALEXANDRIA TOYOTA

Planning Commission Meeting
March 4, 2003

- ISSUE:** Consideration of a request for a development special use permit, with site plan, to add service bays and a parking structure to the existing automobile sales facility.
- APPLICANT:** Alexandria Toyota Inc.
by Harry P. Hart, attorney
- LOCATION:** 3750 Jefferson Davis Highway
- ZONE:** CDD-7/Coordinated Development District

PLANNING COMMISSION ACTION, MARCH 4, 2003: On a motion by Mr. Dunn, seconded by Mr. Komoroske, the Planning Commission voted to recommend approval of the development special use permit amendment subject to all applicable codes and ordinances and staff recommendations, with deletion of condition #54 and amendments to conditions #55 and #60. The motion carried on a vote of 7-0.

Reason: The Planning Commission believed that the efforts made by Mr. Komoroske on behalf of the Planning Commission to work with staff and the applicant to modify the exterior design treatment of the parking structure, as illustrated in the staff sketch plan dated March 4, 2003, were successful in mitigating the issues of the massing and bulk and will improve the appearance of the parking structure from surrounding areas.

Speakers:

There were no speakers.

PLANNING COMMISSION ACTION, FEBRUARY 4, 2003: On a motion by Mr. Dunn, seconded by Mr. Komoroske, the Planning Commission voted to defer the request. The motion carried on a vote of 4 to 3, with Chairman Wagner, Ms. Fossum and Mr. Robinson voting against the motion to defer.

Reason: The Planning Commission believed additional time was needed to clarify and resolve issues on the number of levels in the parking garage.

Speakers:

Mr. Harry Hart, attorney, represented the application.

Mr. Thomas Welsh, Potomac West Business Association, spoke in support of the application.

Mr. Miles Keogh, Lynhaven Civic Association, indicated that Lynhaven Civic Association had voted not to support expansion of the project. However, if the Planning Commission approves the project it should adopt the following conditions:

- Reduce height of parking garage from five levels to three levels.
- Do not permit any general use of the garage by others such as commuter parking or satellite parking for the airport.
- No use of parking garage by other dealerships.
- Prohibit use of 12 new service bays by other dealerships.
- Parking structure not to be used by others if no longer owned by Alexandria Toyota.
- Construction of parking garage to proceed within 18 month period of validity.

Mr. Michael McHugh, attorney representing the owners of the Reserves at Potomac Yard, spoke against the application.

SUMMARY:

The applicant, Alexandria Toyota, is requesting a major amendment to the approved development special use permit (DSUP#2001-0010) for the Alexandria Toyota dealership located at 3750 Jefferson Davis Highway in order to construct a 5½ level, 723 parking space parking structure, and a 4,660 sq.ft. building addition for 12 additional service bays at the rear of the existing dealership/service building. A carwash facility is to be located at the west end of the proposed parking structure.



Aerial View of Site with Proposed Parking Garage and Service Bay Additions

The proposed 48 ft. tall parking structure contains 238,380 gross sq.ft. of area with a footprint measuring 125 ft. by 378 ft.. The proposed parking structure would be located on the southern portion of the site in an area now occupied by surface parking. The parking structure would displace approximately 341 existing surface spaces resulting in an increase of 382 storage/display parking spaces. The proposed parking structure is adjacent to The Reserves at Potomac Yard, a 588 unit residential complex. The parking structure will be visible from Commonwealth Avenue and from Route 1, a gateway entrance to the City.

The existing car dealership is a viable business that benefits the City and serves City residents and it is reasonable for the applicant to request approval of facilities for expansion. However, the proposed size and height of the parking structure, and its location, raise a number of concerns, which staff expressed to the applicant in our initial meetings:

- Because of its size, height and location near the residential property line, the parking structure will adversely impact the adjoining residential uses;
- The large parking structure will be a visible prominent feature from Four Mile Run Park and area roadways, visually impacting a primary gateway entrance into the City and an area which the City has targeted for redevelopment;
- The number of parking spaces provided far exceeds those required by the zoning ordinance and also exceeds the number identified by the applicant as necessary for Toyota dealership in the immediate and mid-term future; and
- The configuration will result in loading/unloading of vehicles adjacent to the residential use on the eastern portion of the site.

In summary, there will be significant visual impacts imposed on the apartment residents, who will face a five-story parking structure. There will also be visual impacts on adjacent public areas located along Commonwealth Avenue—where Cora Kelley School is located, to areas along the Four Mile Run bike/park trail area where the City is planning park improvements in conjunction with redevelopment in Arlandria, and along Route 1 at this gateway to the City.

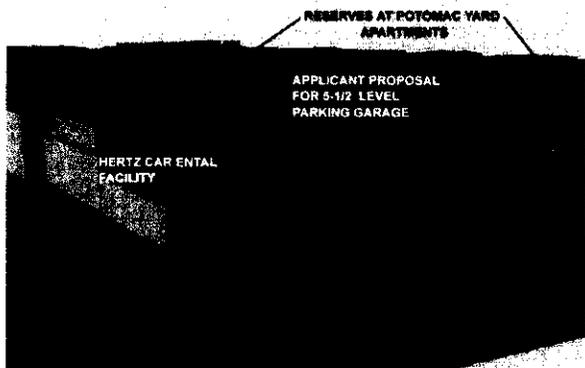
The Lynhaven Civic Association has expressed concern about the mass and scale of the proposed parking garage structure in their neighborhood. The neighborhood residents believe that the proposed parking structure would negatively impact their neighborhood and is contrary to the goal of obtaining higher quality redevelopment in areas such as East Reed. The owners of the adjoining apartments have also expressed their opposition to the garage because of the negative impacts on residents whose units will now face a 5½ story parking structure.

Staff proposed to the applicant a number of alternative approaches to addressing the identified issues. First, staff suggested that the size of the structure be reduced. This could be achieved by breaking the large structure into smaller structures and by reducing the height of the buildings by removing levels or placing some levels of the structure underground. Staff also suggested that the applicant could treat the garage in a manner that made it read as an office or residential building, making it more visually compatible with the adjoining residential building and more appropriate for a prominent building at the gateway to the City. Staff also suggested that the applicant additional planting areas around the garage, perhaps with berming, to further screen the garage from view. The applicant explored staff's suggestions for making the proposed garage more compatible with the adjoining residential and more in character with the site and surrounding future development. However, the applicant ultimately indicated that they could not reduce the size of the garage because

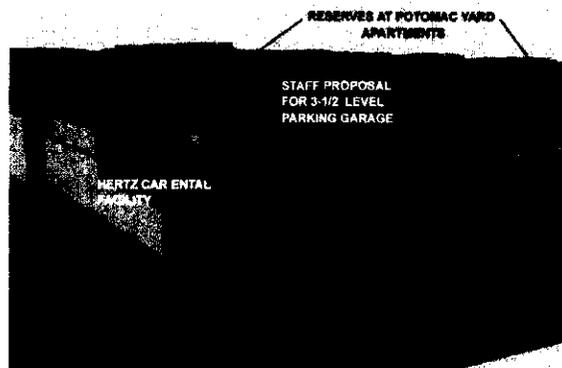
it was uneconomical to build a smaller garage. The applicant also concluded that they could not underground a portion of the garage because the cost was expensive and the soils contaminated. The applicant also concluded they could not shift the garage further from the residential use because of existing utility easements that would be very expensive to relocate.

The applicant did agree to a number of changes which have improved the appearance of the garage. First, the applicant has proposed a red stucco treatment of the garage, with punched windows, to help reduce the visual impact of the garage. In addition, the applicant “flipped” the footprint of the garage so that the lower 4½ story portion of the building faced the residential units rather than the higher 5½ story portion. The applicant also agreed to eliminate surface parking spaces along the south side of the garage in order to provide some berming and more space for landscaping to help screen the view of the garage from the adjoining residential apartments.

While the changes proposed by the applicant are positive and begin to help mitigate the visual impact of the large parking structure, staff does not believe these measures alone adequately address the impacts of the proposed parking garage. Therefore, staff is recommending as a condition of approval that the height of the structure be lowered by two stories, and that additional architectural treatment and landscaping be provided.



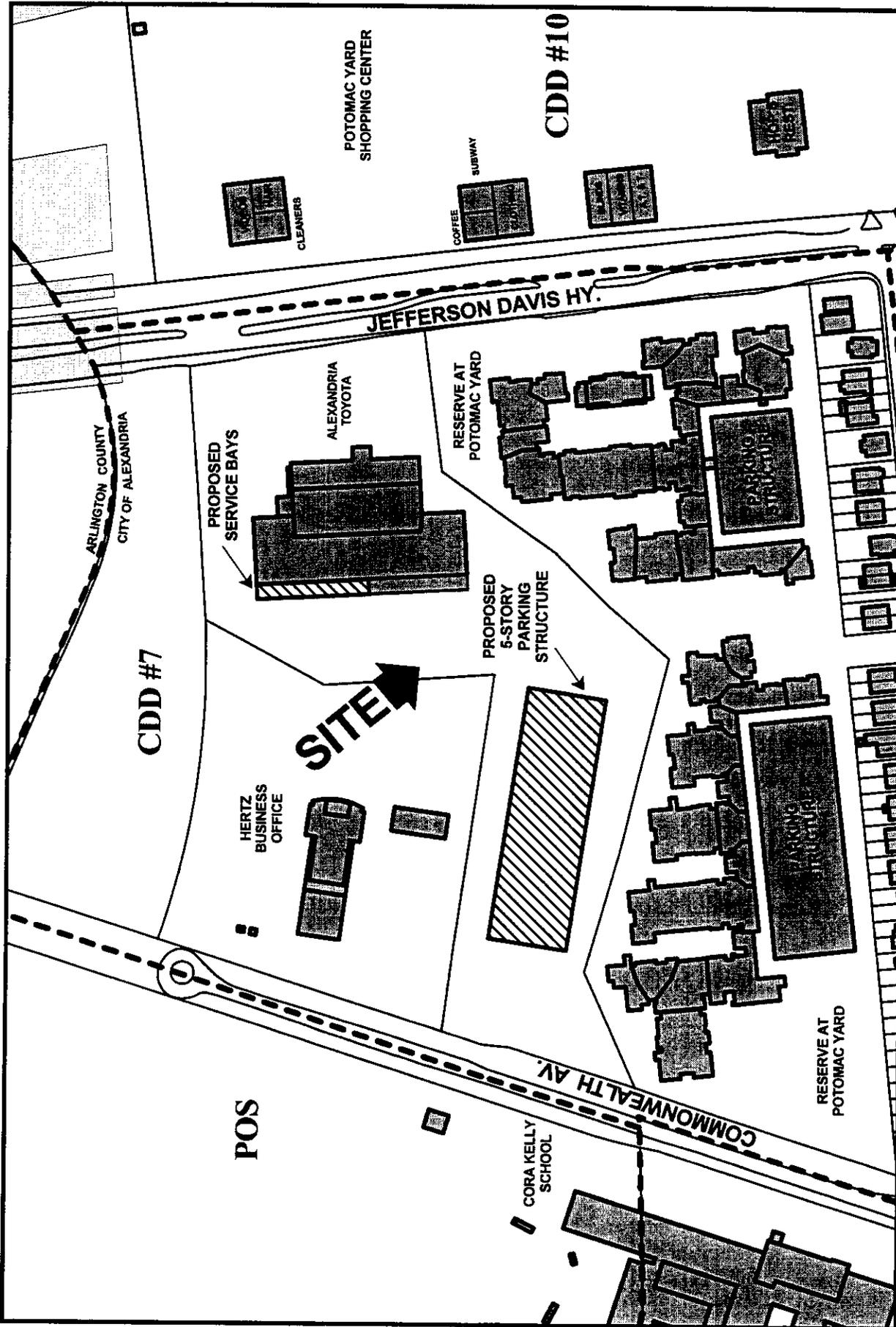
Parking Structure Proposed by the Applicant



Parking Structure Proposed by Staff

While lowering the height of the garage is not the only possible approach to ensuring that the mass and scale of the proposed garage are compatible with the neighborhood, staff has selected this approach because it appears to be the least expensive option available to the applicant and also the alternative giving the applicant the most flexibility in meeting his business goals. Also, it reduces the total number of proposed spaces by 230-300 spaces, resulting in a total of 420-490 parking spaces in the garage, a level more consistent with Toyota's short and mid-term business goals, eliminating the need for the applicant to lease spaces to other dealers and surrounding uses. Aside from the mass and scale issues, staff does not believe providing additional parking for other uses in the area is necessarily positive, and should not be approved without some clearer understanding of how the excess spaces would be utilized.

Staff is also recommending that the applicant provide significant landscape buffers/screening and enhanced architectural elements on the parking structure to make it more compatible with the adjoining residential neighborhoods. The recommended changes to the architectural treatment are intended to make the building read more as a building than as a parking structure, enhancing its compatibility with surrounding uses and reducing its negative impacts on the gateway to the City and on the nearby redeveloping areas. The applicant proposed landscaping between the garage and the residential buildings and along Four Mile Run to screen views of the garage from the north; staff is recommending additional enhancements to this landscaping and to the landscaping along Commonwealth Avenue so that it more effectively screens views of the proposed garage.



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STAFF RECOMMENDATION:

Staff recommends **approval** of the request subject to compliance with all applicable codes and ordinances and the following conditions:

The following are new conditions.

54. CONDITION DELETED BY STAFF: ~~Reduce the parking garage height and parking levels by removing two (2) levels reducing the garage from a four/five level parking structure to a two/three level parking structure. (P&Z)~~
55. CONDITION AMENDED BY PLANNING COMMISSION: The applicant shall provide materials and a design treatment for the freestanding parking structure to make it more compatible with the adjacent residential use to the satisfaction of the Director of P&Z. The revisions shall at a minimum include the following:
- a) Portions of the The parking garage visible from public areas **shall be faced with high quality panelized brick and mortar** with the remainder of the garage facade being composed of a material **on all four sides, provided that the Director of Planning and Zoning may approve the use of other similarly textured materials that improve the appearance of the building.** The garage structure shall be faced with materials giving the appearance of brick or similar textured treatment/finish on four sides.
 - b) Generally, the garage face shall consist of punched window openings as illustrated in the applicant's drawings dated 10/15/2002 **and as modified by Staff's drawing dated 3/4/2003.** The openings shall be of varied size to create vertical bays to break down the horizontal massing.
 - c) Use of screening material for the garage openings such as a decorative metal grates shall be utilized to screen views of cars and to reduce any ambient lighting **on all sides**.
 - d) The garage facade shall be designed with the appearance of a building base, middle and top by varying the finishes, materials, color and texture.
 - e) The pallet of colors, **textures and accent materials** utilized on the parking structure shall ~~consist primarily of brick reds, earth tones and precast~~ to harmonize with the appearance of a residential or office building to minimize its **apparent mass and bulk** visibility from the adjoining residences.
 - f) To reduce the horizontal building plane, articulation shall be provided by providing a minimum 6 to 12 inch ~~1-2 ft.~~ projection for articulation in the facade plane.

- g) ~~The use of freestanding light poles on the top level shall be minimized and the height shall be the minimum necessary and shall be limited to the central portion of the parking structure.~~ The use of bollard lighting or similar light sources other than freestanding poles shall be utilized on the **roof north and south side** of the parking structure **to the satisfaction of the Director of Planning and Zoning.**
 - h) The height of the parking structure shall not be increased above what is generally represented on the preliminary plans.
 - i) Signage other than traffic control signage shall not be permitted on the parking structure. (P&Z)
56. The applicant shall preserve the open space area along the frontage of Commonwealth Avenue as a dedicated open space easement where supplemental plantings shall be provided and maintained to provide additional visual screening of the parking garage. The additional materials shall consist of deciduous and evergreen plantings to the satisfaction of the Directors of P&Z and RP&CA. The easement plat shall be approved and recorded prior to release of the final site plan. (P&Z)
57. CONDITION AMENDED BY STAFF: A revised landscape plan shall be provided with the final site plan to the satisfaction of the Directors of P&Z and RP&CA. The revised preliminary landscape plan shall be prepared by a registered Landscape Architect and consist of the following:
- a) Provide a variety of non-deciduous landscape plantings consisting of Leyland Cypress, White Pines, Spruce and Holly trees to provide a dense evergreen plantings along the frontage of Commonwealth Avenue for the entire landscape buffer adjacent to Commonwealth Avenue, other than the bio-retention areas. The evergreen planting shall be a minimum of 10'-12' at the time of planting.
 - b) Eliminate the parallel parking spaces on the eastern portion of the parking structure.
 - c) Eliminate the extra pavement on the southern portion of the parking structure and replace with landscape screening, except as otherwise required by the Director of Code Enforcement for emergency vehicle access.
 - d) Provide a significant amount of additional evergreen landscape screening on the eastern portion of the parking structure. All plantings on the southern portion of the parking structure be a minimum height of 10'-12' ~~12'-15'~~ at the time of planting.
 - e) The applicant shall maintain the landscape bond for a minimum period of 48 months from the date of installation of all landscaping.

- f) The applicant shall provide and maintain an irrigation system for all on-site planting areas that provide landscape screening for the parking garage structure.
 - g) The existing evergreen trees located along the southern property line shall be preserved to the extent feasible in providing the berm.
 - h) To minimize any impact on the root systems of the proposed landscaping insure that no existing or proposed underground utilities and utility structures are located within the areas designated for proposed landscaping.
 - i) All landscaping shall be maintained in good condition and replaced as needed.
 - j) Provide note on plan which indicates that specification and grading of all plant materials shall be in accordance with *The American Standard For Nursery Stock (ANSI Z60.1)*-latest and most current edition as produced by the American Association of Nurserymen; Washington, DC.
 - k) Provide note on drawings which indicates that plantings will be installed in accordance with *Landscape Specification Guidelines 4th Edition* as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.
 - l) Where necessary, tree protection shall be installed and approved by the City Arborist prior to beginning any demolition, clearing, or construction to protect existing vegetation located in the vicinity of construction disturbance areas. (P&Z) (RC&PA) (Police)
58. The applicant shall implement a landscaping and irrigation plan in an amount not to exceed \$50,000 to the satisfaction of the Directors of RP&CA and P&Z as follows:
- a) Provide Willow Oaks trees measuring 2½” in caliper planted 30 feet on center in the existing Four Mile Run bike trail extending from Route 1 to Commonwealth Avenue.
 - b) Provide London Plane street trees measuring 2½” in caliper planted 30 feet on center along Commonwealth from the subject site extending northward to Four Mile Park.
 - c) The park plan shall be approved prior to, or with release of the final site plan for the parking garage and/or the service bay additions. (P&Z) (RP&CA)
59. Show existing and proposed site lights on the final site plan. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer’s specifications for the fixtures. Provide lighting calculations and a photometric plan with the final site plan to verify that lighting meets City Standards. The lighting within the interior of the parking structure shall be designed in a manner that will minimize the projection of

light onto the adjoining residences. The photometrics plan shall include the lighting levels at the southern and western property line to evaluate spillover lighting. The applicant shall increase the number of lighting fixtures if necessary to avoid “hotspots” within the parking structure. The lighting for the interior of the parking garage and exterior shall be to the satisfaction of the Directors of T&ES and P&Z in consultation with the Chief of Police:

- a) The roof-top parking deck lighting levels and fixtures shall be designed and located so as to restrict illumination levels to the minimum necessary. On the south side of the parking garage facing the apartments, there shall be no lighting projecting above the parapet wall. Bollard type lighting shall be utilized along this side of the parking garage and not project above parapet wall line.
- b) No lighting shall cast upward or spill over beyond the perimeter of the parking decks, and all lights not necessary for security shall be turned off within ½ hour of closing.
- c) Lighting throughout the rear parking lot area shall be shielded so that illumination does not project beyond property line. (P&Z) (T&ES) (Police)

60. **CONDITION AMENDED BY PLANNING COMMISSION:** There shall be no general public use of the parking garage facility. Access and use of the parking garage facility shall be limited to **parking and storage of inventory vehicles by employees of Alexandria Toyota or other automotive dealerships located in high impact areas in the City as determined by the Director of Planning and Zoning. the dealership only.** ~~Parking spaces within the parking garage structure and the adjoining rear parking lot area shall be limited to use for new and used vehicle sales, storage and services of the Alexandria Toyota Dealership only, no spaces shall be provided or leased for use by other dealerships.~~ (P&Z) (T&ES)
61. No vehicle driveway access shall be permitted from along Commonwealth Avenue. (P&Z)
62. A temporary construction trailer/structure shall be permitted and the period and location shall be subject to the approval of the Director of P&Z. The trailer shall be removed prior to the issuance of the certificate of occupancy permit for the proposed addition. (P&Z)
63. Provide four (4) City standard street cans along Route 1 and Commonwealth Ave, to the satisfaction of the Director of T&ES. (T&ES)
64. During Final Plan submittal, show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer’s specifications for the fixtures. Provide lighting calculations to verify that lighting meets City Standards. (T&ES)

65. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
66. Show all existing and proposed easements, both public and private. (T&ES)
67. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
68. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)
69. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
70. During Final Plan submittal design relocation of existing public storm sewers located under the proposed building footprint which extend from EX 106 and EX 104 storm structures to the satisfaction of the Director of T&ES. (T&ES)
71. Maintain a minimum 10 feet horizontal separation between the water and sewer mains. (T&ES)
72. Due to the historic uses at the site and the potential for contamination, the following condition should be included:

The applicant shall design and install a vapor barrier and ventilation system for the buildings and parking areas to prevent the migration or accumulation of methane or other gases under parking areas or into buildings, or conduct a study and provide a report signed by a professional engineer showing that such measures are not needed to the satisfaction of Directors of T&ES and Code Enforcement.

The final site plan shall not be released and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:

- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, the contaminants, and the estimated quantity of any

- contaminated soils and/or groundwater at or in the immediate vicinity of the proposed site.
- b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "clean" backfill shall be used to fill the utility corridors.
 - d. Submit a Health and Safety Plan indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood, and the environment.

Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan.

- 73. The stormwater collection system is part of the Four Mile Run watershed. All stormwater inlets shall be duly marked to the satisfaction of the Director of T&ES. (T&ES)
- 74. Provide a drainage map for the area flowing to the chosen BMP, including topographic information and storm drains. (T&ES)
- 75. The surface appurtenances associated with the on-site structural BMP's shall be marked to the satisfaction of the Director of T&ES to identify them as part of the structural BMP system. (T&ES)
- 76. For any surface-installed Best Management Practices, i.e. Bio-Retention Filters, Vegetated Swales, etc. are employed for this site, descriptive signage for the BMPs is required to be installed to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
- 77. Correct the Watershed note on the BMP Calculations sheet. (T&ES)
- 78. The applicant is encouraged to participate in the City's "Adopt-a-Street" program. (T&ES)
- 79. All waste products including but not limited to organic compounds (solvents), motor oil, compressor lubricant and antifreeze shall be disposed of in accordance with all local, state and federal ordinances or regulations and not be discharged to the sanitary or storm sewers or be discharged onto the ground. (T&ES)
- 80. Car wash installation must be equipped with a water recycling system. The building official shall approve such a system. Any car washing activity must drain to sanitary with approval from ASA or be covered by a VPDES permit for discharge to the storm sewer. (T&ES)

81. The applicant shall control odors and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation and Environmental Services. (T&ES)
82. No material may be disposed of by venting into the atmosphere and no paint or coatings shall be applied outside the paint spray booth. (T&ES)
83. All loudspeakers shall be prohibited from the exterior of the building. (T&ES)
84. The entire parking garage structure shall be sprinklered to the satisfaction of the Director of Code Enforcement. (Code Enforcement)
85. There is to be no controlled access to the parking structure. (Police)
86. The applicant is to consult with the Crime Prevention Unit of the Alexandria Police Department regarding a security survey for the business. The contact number is 703-838-4520. (Police)
87. The proposed Saucer Magnolias and Austria Pines are to be limbed up a minimum of 6 feet as they mature to enhance natural surveillance. (Police)
88. It is the City's policy that, when newly constructed building area exceeds 3,000 gross square feet, a standard contribution of \$1.00 per gross square foot on all new residential development of five or more units, new commercial development and additions to existing structures shall be paid to the City prior to the issuance of the certificate of occupancy in the case of office, retail, hotel or rental units, and paid at sale to the end user in the case of condominium or single family housing. (Housing)

The following conditions are being carried forward from DSUP#2001-0010.

1. Maintain as much of the existing vegetation that is possible in the area around the proposed storm water management pond adjacent to Commonwealth Avenue. (P&Z) (SUP96-0161) (DSUP 99-0024)
2. Parking on-site shall be utilized only in conjunction with the operation of the dealership (customers, employees, vendors, storage, display, etc.); no spaces shall be leased or utilized for other purposes without amending this special use permit. (P&Z)(SUP96-0161) (DSUP 99-0024)

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3. Used car sales building shall be of similar style and materials as the main dealership building. (P&Z)(SUP96-0161) (DSUP 99-0024)
4. ~~CONDITION DELETED BY STAFF: Provide two (2) bike trail directional signs on each side of the private access road entrance to the satisfaction of the Director of RP&CA. (P&Z) (SUP96-0161) (DSUP 99-0024)~~
5. The hours of operation shall be restricted as follows: (P&Z) (SUP96-0161) (DSUP 99-0024)

Auto Sales: Monday through Friday, 9:00 AM to 9:00 PM
 Saturday, 9:00 AM to 9:00 PM
 Sunday, 12:00 PM to 6:00 PM

Auto Service: Monday through Friday, 7:00 AM to 8:00 PM
 Saturday, 8:00 AM to 5:00 PM
 Sunday, closed
6. No junked, abandoned or stripped vehicles shall be displayed, parked, or stored outside. (P&Z) (SUP96-0161) (DSUP 99-0024)
7. No automobile repair work shall be done outside. (P&Z) (SUP96-0161) (DSUP 99-0024)
8. No vehicles shall be displayed, parked or stored on a public right-of-way or on the private access road. (P&Z) (SUP96-0161) (DSUP 99-0024)
9. The premises shall be policed daily for trash and litter. (P&Z) (SUP96-0161) (DSUP 99-0024)
10. This SUP shall be granted to the applicant only or to any business or entity in which the applicant has a controlling interest. (P&Z) (SUP96-0161) (DSUP 99-0024)
11. No vehicle parts, tires, or other materials shall be stored or permitted to accumulate outside, except in a dumpster or other suitable trash receptacle or enclosure. All dumpsters and other similar disposal containers shall be located so as not to be visible from a public right-of-way, public property, or residential properties. Where compliance is not feasible, such structures shall be screened to the satisfaction of the Director of P&Z. (P&Z) (SUP96-0161) (DSUP 99-0024)
12. No amplified sound shall be audible at the property line. (P&Z) (SUP96-0161) (DSUP 99-0024)

13. All loading and unloading of vehicles shall take place only within the applicant's property from Monday through Friday, 8:00 AM to 5:00 PM, as requested by the applicant. (P&Z) (SUP96-0161) (DSUP 99-0024)
14. The applicant shall inform its automobile carriers in advance of new car deliveries, and the trailer truck drivers upon arrival, that unloading/loading of cars shall not occur on the public right-of-way. (P&Z) (SUP96-0161) (DSUP 99-0024)
15. All vehicles displayed, stored, or parked on the site shall be parked in a neat and orderly fashion consistent with the site plan for this special use permit. (P&Z) (SUP96-0161) (DSUP 99-0024)
16. Customer parking shall be provided on-site as shown on the site plan for this special use permit and clearly marked with adequate signs directing customers to such parking spaces; employees that drive shall be encouraged to park behind the building and shall be prohibited from parking on the private access drive. (P&Z) (SUP96-0161) (DSUP 99-0024)
17. No banners, streamers, flags, balloons or strings of lights, or similar advertising devices shall be displayed outside of the showroom, except for one American, one Virginia and one Company logo flag; signs advertising the general business conducted on the premises may be displayed in accordance with the provisions of the City Code. (P&Z) (PC) (SUP96-0161) (DSUP 99-0024)
18. All lights on the property shall be directed away from public streets. (P&Z) (SUP96-0161) (DSUP 99-0024)
19. Any storage tanks on the property shall be located away from public streets and screened to the satisfaction of the Director of P&Z. (P&Z) (SUP96-0161) (DSUP 99-0024)
20. Outdoor display of merchandise shall be limited to automobiles as indicated on the site plan. (P&Z) (SUP96-0161) (DSUP 99-0024)
21. No car auctions shall be conducted on the premises. (P&Z) (SUP96-0161) (DSUP 99-0024)
22. No noise from the auto service facilities shall be audible at the property line. (P&Z) (SUP96-0161) (DSUP 99-0024)
23. A copy of the final released site plan shall be attached to each building permit document application and the applicant shall be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review

- and approval of the building permit by the Departments of Planning and Zoning and Transportation and Environmental Services. (P&Z) (SUP96-0161) (DSUP 99-0024)
24. Provide a sediment and erosion control plan. (T&ES) (SUP96-0161) (DSUP 99-0024)
 25. ~~CONDITION DELETED BY STAFF: Show all existing and proposed street lights and site lights. Include any building mounted lights that would be used as site lighting. (T&ES) (SUP96-0161) (DSUP 99-0024)~~
 26. ~~CONDITION DELETED BY STAFF: Provide manufacturer's specifications for fixtures. (T&ES) (SUP96-0161) (DSUP 99-0024)~~
 27. ~~CONDITION DELETED BY STAFF: Provide lighting photometric to verify that lighting meets City standards. (T&ES) (SUP96-0161) (DSUP 99-0024)~~
 28. Show drainage divides and computations. (T&ES) (SUP96-0161) (DSUP 99-0024)
 29. Provide emergency vehicle easements as required by Code Enforcement. (T&ES) (SUP96-0161) (DSUP 99-0024)
 30. All emergency vehicle easements must be designed and constructed in accordance with City standards (CSAP-1A). Provide a detail of pavement structure. (T&ES) (SUP96-0161) (DSUP 99-0024)
 31. ~~CONDITION DELETED BY STAFF: All waste products including but not limited to organic compounds (solvents), motor oil, and antifreeze be disposed of in accordance with all local, state and federal ordinances or regulations and not be discharged to the sanitary or storm sewers. (Health) (SUP96-0161) (DSUP 99-0024)~~
 32. ~~CONDITION DELETED BY STAFF: No odors shall be permitted to emanate off the property. (Health) (SUP96-0161) (DSUP 99-0024)~~
 33. ~~CONDITION DELETED BY STAFF: No materials shall be disposed of by venting into the atmosphere. (Health) (SUP96-0161) (DSUP 99-0024)~~
 34. ~~CONDITION DELETED BY STAFF: No paint or coatings shall be applied outside the paint spray booth. (Health) (SUP96-0161) (DSUP 99-0024)~~
 35. ~~CONDITION DELETED BY STAFF: Applicant shall make a contribution to the City's Housing Trust Fund of \$.50 per gross square foot, payable before receipt of the Certificate of Occupancy. (Housing) (SUP96-0161) (DSUP 99-0024)~~

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36. Minimum maintained site lighting shall be 2 foot candles, to the satisfaction of the Police Chief and the Director of Transportation and Environmental Services. (Police) (P&Z) (SUP96-0161) (DSUP 99-0024)
37. Crime Prevention Unit of the Alexandria Police Department shall be consulted in reference to security hardware of the proposed buildings. (Police) (SUP96-0161) (DSUP 99-0024)
38. Provide restricted access and control of the inventory of vehicles and vehicle keys. (Police) (SUP96-0161) (DSUP 99-0024)
39. Contact the Police Department for a site security survey for the entire business. (Police) (SUP96-0161) (DSUP 99-0024)
40. ~~CONDITION DELETED BY STAFF: The applicant shall design and install a vapor barrier and ventilation system under the foundation of the building to prevent the migration or accumulation of methane or other gases under or into the building, or conduct a study and provide a report signed by a professional engineer recommending alternative mitigation measures or that such measures are not necessary. (Health) (SUP97-0110) (DSUP 99-0024)~~
41. Lighting levels shall not exceed 30 foot candles in the front parking lot area adjacent to Jefferson Davis Highway. There shall be no increases to lighting levels on the remainder of the site that were approved on the final development plan. (P&Z) (DSUP 99-0024)
42. Any building mounted lights should be incorporated into photometric levels. (T&ES) (DSUP 99-0024)
43. ~~CONDITION DELETED BY STAFF: Indicate type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. (T&ES) (DSUP 99-0024)~~
44. The exterior finish material on the proposed building addition shall be consistent and compatible with the materials contained on the existing dealership building. (P&Z) (DSUP 2001-0010)
45. ~~CONDITION DELETED BY STAFF: The building permit for the proposed building addition shall not be released until all violations have been corrected. (P&Z) (DSUP 2001-0010)~~
46. The Director of Planning and Zoning shall review the special use permit one year after approval and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions, (b) the director has received a request from any person to docket the permit for review, or (c) the

director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z) (DSUP 2001-0010)

47. All building foundations shall be designed to keep existing buried utilities outside of the load plane. (T&ES) (DSUP 2001-0010)
48. The applicant shall comply with the Northern Virginia BMP Handbook and the Alexandria Supplement including the treatment of 100% of the Water Quality Volume for the site. (T&ES) (DSUP 2001-0010)
49. The City of Alexandria Department of Transportation & Environmental Services, Division of Environmental Quality, shall be notified of unusual or unanticipated contamination or underground storage tanks, drums and containers are encountered at the site. Removal of any tank or container, its contents, or any soil contamination and releases to the environment will be handled in accordance with Federal, State and City regulations. (T&ES) (DSUP 2001-0010)
50. Applicant shall comply with the City of Alexandria Best Management Practices Manual for Automotive Related Industries. A copy may be obtained by contacting the Division of Environmental Quality on 703/519-3400 extension 166. (T&ES) (DSUP 2001-0010)
51. The stormwater Best Management Practices (BMP) required for this project shall be constructed and installed under the direct supervision of the design engineer or designated representative. The design engineer shall make a written certification to the City that the BMP is constructed and installed as designed and in accordance with the approved final site plan. In addition, aggregate layers and collector pipes may not be installed unless the design engineer or representative is present. (T&ES) (DSUP 2001-0010)
52. Provide a summary on the plan of the maintenance requirements for the proposed BMP used at this site consistent with the Northern Virginia BMP Handbook and the Alexandria Supplement including a maintenance schedule, statement of who the responsible party will be, and details on how the BMP will be maintained, including access detail. (T&ES) (DSUP 2001-0010)
53. The developer shall furnish the owners with an Operation and Maintenance Manual for the BMP located on this site. The manual shall include an explanation of the functions and operations of the BMP and any supporting utilities, catalog cuts on any mechanical or electrical equipment, schedule of routine maintenance for the BMP and supporting equipment, and a copy of the maintenance agreement with the City. (T&ES) (DSUP 2001-0010)

BACKGROUND:

The applicant, Alexandria Toyota, is requesting an amendment to the approved development special use permit (DSUP #2001-0010) for the Alexandria Toyota dealership located at 3750 Jefferson Davis Highway. The original development plan (SUP #96-0161) for the Alexandria Toyota Dealership was approved by City Council on December 14, 1996. On September 13, 1997, City Council granted approval of a 18-month extension (SUP #97-0110) with which to commence construction. On June 12, 1999, City Council approved an amendment (DSUP #99-0024) to increase the level of lighting at the site and on June 16, 2001, City Council approved an amendment (DSUP #2001-0010) for a building 12 additional service bays.

Project Description

The applicant has proposed to construct a 5 ½ level parking garage structure on a significant portion of the existing surface parking storage lot at the rear of the Alexandria Toyota dealership. The foot print of the parking structure measures 125' by 378' and contain 238,380 gross sq.ft. of space. The parking garage will contain 723 parking spaces, supplanting approximately 341 existing surface parking spaces.

The parking garage will contain four-levels at a height of 40' (to the top of the parapet wall) along the south face adjacent to the apartments of the "Reserves at Potomac Yard", and along the north face the garage contains 5½ levels at a height of approximately 46' to the top of the parapet wall. Located at the north west end of the garage on the first level will be a car wash facility. The applicant has also indicated that there will be potential for removing first level parking spaces along the northern half of the parking garage to accommodate additional service work bays as they are needed for future use. On the first level of the parking garage, the floor to floor height is 14'-0", on all other floors the floor to floor height is 9'-4". The clear ceiling height on the first level less structural support systems and other appurtenances (light fixtures, ductwork, piping and other systems) is 12'-6", on all other floors the clear ceiling height is 7'-10". The number of parking/storage spaces per level is as follows:

Level	Storage/Display Spaces
1 - grade level	116 (includes 42 service bays)
2	72 (mezzanine level)
2A & 3	152
3A & 4	152
4A & 5	152
5A - half level	79
Total	723

DSUP #2002-0050
ALEXANDRIA TOYOTA

DSUP #2002-0050
ALEXANDRIA TOYOTA

The proposed facade treatment is to consist of brick-like stucco finish with punched window openings. The support columns project beyond the garage face to provide some articulation to the facade plane. However, along the northern facade the applicant has proposed a wire cable guardrail system to contain parked vehicles within the parking deck level. In addition, there is to be an exposed steel beam structural support system.

The applicant is also requesting a 4,612 sq.ft. building addition for 12 additional service bays at the north end of the existing dealership building. This addition mirrors a previous amendment request (DSUP #2001-0010) that added 12 additional service bays at the south end of the dealership building.

Site Inspection

Staff conducted an inspection of the site for compliance with existing special use permit conditions of DSUP #2001-0010 to determine if there were any zoning violations. The Zoning Inspector did not note any violations.

STAFF ANALYSIS:

There principal issue raised by the proposed parking structure is the impact of the large parking structure on the adjoining residential units and surrounding public streets and spaces.

Mass and Scale

The major issue is the mass and scale of the proposed parking structure. The structure measures approximately 48 feet tall and 380 in length and is to be located within 70 feet of the nearest apartment building. Staff believes the parking garage will impose a significant impact on the residents of the apartments, who will now face the 4½ - 5½ story parking structure. The large parking structure will also visually impact surrounding public spaces and streets, including the Route 1 gateway into the City, and Cora Kelly School and Four Mile Run park, areas the City is seeking to improve in conjunction with redevelopment plans for Arlandria.

Initially, staff suggested a number of alternatives and options to the applicant in an attempt to minimize the impacts of the proposed parking garage's massing and scale. Staff inquired about pushing the garage northward away from the apartments closer to the Hertz car rental facility. This approach was rejected because there are substantial underground utilities located in the area adjacent to the northern property line between the two sites. Staff suggested that the building be broken into smaller components, but the applicant indicated that the resultant garage layout would be inefficient and uneconomical. Staff suggested a shorter structure with massing, but the applicant argued that it did not make economic sense to build an expensive structure that produced only a modest net increase in the number of storage/display spaces. Staff also suggested treating the building so that it read as an office or residential building rather than as a parking structure; however, this degree of architectural treatment would be expensive for such a large structure. Finally, staff suggested creating a berm along the southern side of the garage to bury one-level underground, helping to reduce the perceived mass of the building from the residences, and providing significant additional area for landscaping between the residences and the new garage. Staff also recommended that landscaping be provided at locations around the garage to provide additional screening from all view points.

Although the applicant did not make any of the major changes to the garage proposed by staff, the applicant has provided modifications to the plan which will help to soften the visual impact of the garage:

1. The applicant flipped the footprint of the garage so that the 4 ½ story portion of the structure rather than the 5½ story portion fo the structure is adjacent to the residential units
2. The applicant provided a red stucco finish with punched window treatment.
3. The applicant widened the landscape strip between the residential buildings and the garage, providing a slight berm and additional opportunities for landscaping; and, the applicant also agreed to provide additional landscaping along Four Mile Run to buffer the view of the garage from the north.

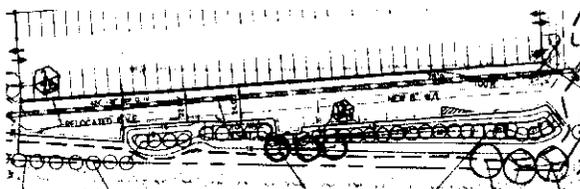
While the changes made by the applicant are all positive, staff does not believe they go far enough to mitigate the visual impact of the mass and scale of the proposed parking garage. Therefore, staff is recommending that two levels of the garage be removed to reduce the overall height of the parking garage, reducing the height from 48 feet to a maximum of 32' or from 5 ½ levels down to 3-3 ½ levels. This reduction in height would significantly reduce the visual impact of the garage on the apartments and reduce the visual massing from adjacent public areas. Reducing the garage by two levels will eliminate 231-304 parking spaces from the garage (average of 116-152 spaces per level), resulting in a total of 419-492 parking spaces in the garage.

Number of Spaces and Use of Spaces By Other Businesses

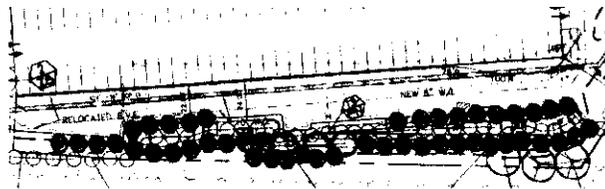
While the loss of parking spaces that would result from eliminating parking levels is not acceptable to the applicant, staff believes the smaller garage strikes the appropriate balance between supporting the existing business expansion and creating a structure compatible with the neighborhood. Furthermore, the applicant has indicated to staff that there is, in fact, no immediate need for the full number of spaces proposed, and that it is its intention to utilize the excess spaces to support surrounding other businesses in the area, including the smaller dealerships on Mount Vernon Avenue. Staff does not support use of the proposed parking structure as depository for other dealerships or businesses in the area. Such use would represent a significant intensification beyond the needs of the dealerships' current operations resulting in more frequent delivery/pick activities by other dealerships and may not be consistent with the separate special use permits granted to these other businesses. Therefore, staff is recommending a condition that restricts use of the storage/display spaces to the Alexandria Toyota Dealership only.

Berming

Staff had recommended that the applicant provide an increased buffer area with berming along the property line adjacent to the apartments as another means of buffering the apartment use from the proposed parking garage. The applicant removed and/or relocated approximately 45 to 50 parking spaces to provide a buffer area varying between 12 and 25 feet deep. Although the berming was not as substantial as recommended by staff and measures only about five feet tall, it does provide somewhat of a modest psychological and physical separation between the two sites. The applicant has proposed a row of Austrian Pines atop the berm. Staff is recommending that a variety of additional evergreen trees be planted within the buffer strip and that the minimum height of the trees upon installation be at least 14 feet tall so that there is immediate screening of the garage's lower levels.



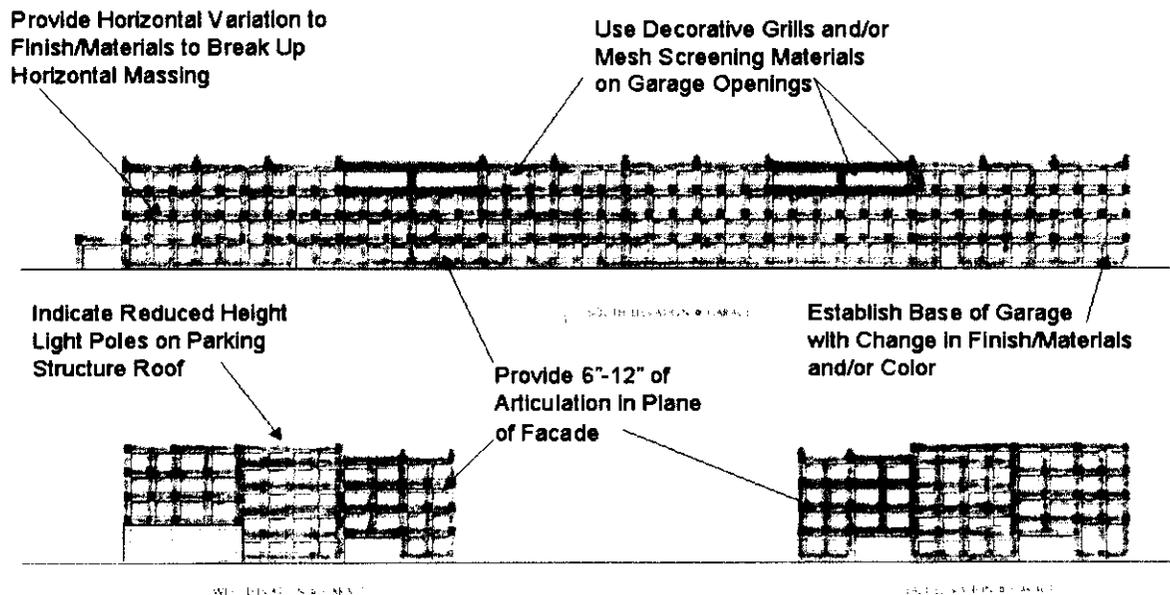
Applicant's Proposed Landscaping



Recommended Additional Landscaping

Exterior Appearance

The appearance or exterior design treatment of the parking garage is critical to minimizing the visual impact of the garage. Typically, garages are constructed of poured in place concrete or are prefabricated concrete. They traditionally are a gray color with long spandrel openings between the decks and are very unattractive, particularly when they are sited in urban settings. Staff recommended that the parking garage would have to have an enhanced design appearance utilizing traditional building colors consisting of such colors as brick red, buff colored precast concrete and other earth tone colors. In addition, staff recommended that the garage openings be reduced in size consistent with punched window openings. The applicant did respond by providing exterior design treatment that complied with these recommendations. However, the design of the garage needs attentional attention to resolve issues of mass, scale and exterior building materials. Staff is recommending a number of design guideline requirements to further refine the exterior design treatment of the parking garage. It is staff's goal to have the parking garage appear more as a building than a parking structure. Several of the recommendations are focused on breaking up the building's massing so that bays and horizontal elements appear more as the scale of a traditional building.



Parking Structure Circulation

Transportation staff has identified that the ramps within the parking structure are not acceptable for general public use and access due to lack of adequate maneuvering space. Staff is recommending that access and use of the parking structure be limited to employee use and not be available for general access to the public.

Recommendation

Staff and the applicant have worked to resolve the issues of massing and scale raised by the proposed new parking structures, and while the applicant has responded with some improvements that do help to mitigate the garages impacts, staff believes additional measures are necessary to ensure that the garage is compatible with surrounding uses and does not dominate the site, negatively impacting the adjoining residents, the visual appearance of this gateway to the City or impeding redevelopment efforts in Upper Potomac West. Staff's key recommendation is to lower the garage by two stories; this change will make the garage a much less dominate feature of the area. However, it is also important that some additional refinements to the garage facade be provided, along with enhanced landscaping, to ensure the compatibility of the remaining 3 ½ story garage—still a very large structure—with the surrounding uses and long-term plans for the area.

STAFF: Eileen P. Fogarty, Director, Department of Planning and Zoning;
Kimberley Johnson, Chief, Development;
Gregory Tate, Urban Planner.

CITY DEPARTMENT COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F - finding

Transportation & Environmental Services:

- F-1 Parking garage ramps are not designed to safely accommodate general public usage or access. Parking garage can not be used in the future for any type of public parking.
- F-2 Plan does not indicate whether or not there are any know soil and groundwater contamination as required with all preliminary submissions. Should any unanticipated contamination or underground storage tanks, drums and containers are encountered at the site the applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality.
- C- 1 Bond for the public improvements must be posted prior to release of the plan.
- C- 2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C- 3 The sewer tap fee must be paid prior to release of the plan, if applicable.
- C- 4 All easements and/or dedications must be recorded prior to release of the plan.
- C- 5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C- 6 All drainage facilities must be designed to the satisfaction of T&ES.
- C- 7 All utilities serving this site to be underground.
- C- 8 Provide site lighting plan to meet minimum city standard.
- C- 9 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C-10 The applicant must comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control which includes requirements for pollutant load reductions and treatment of the Water Quality Volume Default (WQV).

- C-11 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a “Certified Land Disturber” on the Erosion and Sediment Control sheets prior to release of the final Site Plan in accordance with Virginia Erosion and Sediment Control Law VAC §: 10.1-563.B.
- C-12 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the new state requirement for a VPDES permit for all construction activities greater than 1 acre.

Code Enforcement:

- F-1 Due to the lack of information requested at the completeness review and not submitted at the preliminary review, a complete plan review cannot be conducted at this time.
- C-1 Applicant must provide Emergency Vehicle Easement on front and back side of building.
- C-2 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement.
- C-3 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements
- C-4 The public parking garage floor must comply with USBC and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code. Floors of public garages must be graded to drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers (USBC).
- C-5 Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement for the parking structure.
- C-6 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan.

- C-7 The developer shall declare on the plans if the parking structure is considered a public parking structure complying with Chapter 4 of the USBC or an open parking structure. If the structure is declared as an open parking structure, the developer shall submit information detailing how the structure meets the openness criteria. If the structure is declared a public parking structure, the plans shall reflect required water and sewer lines, FDC's and oil / water separator locations.
- C-8 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-9 Alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-10 Any proposed future alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-11 A soils report must be submitted with the building permit application.
- C-12 Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered.
- C-13 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0.
- C-14 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C-15 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C-16 Construction permits are required for this project. Plans shall accompany the permit application that fully detail the construction as well as layouts and schematics of the mechanical, electrical, and plumbing systems.

Police

Planning and Zoning is recommending lower lighting levels for the parking garage and areas adjacent to the residential apartments.

1. Lighting for the parking lot and parking structure is to be minimum of 2.0 foot candles minimum maintained. (Police)

Health Department

No comments

Archaeology

No Comments

Virginia American Water Company

1. Water service is available for domestic use and fire protection. Hydraulic calculations will be completed to verify main sizes on final submittal of the site plan. Profiles will be required for hydraulic calculations.
2. Maintain a 10' horizontal separation between water and sewer mains.
3. Provide a 10' water line easement for mains and hydrants out of the public right-of-way.
4. Maintain a minimum 10' distance from buildings.
5. Show proposed domestic water service to the proposed car wash.
6. It is not clear what waterlines are being eliminated, which ones remain, and what is new. Clarify and show more detail on the final site plan.

GT

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2002-0050

PROJECT NAME: Alexandria Toyota

PROPERTY LOCATION: 3750 Jefferson Davis Highway (Lots 500 and 502)

TAX MAP REFERENCE: 8.00-01-01&-03 ZONE: CDD #7 (OC/RC)

APPLICANT Name: Alexandria Toyota, Inc.

Address: 3750 Jefferson Davis Highway, Alexandria, VA 22305

PROPERTY OWNER Name: Edw. M. & Howard W. Smith, Trustees

Address: 2300 9th Street S., Ste. GR-1, Arlington, VA 22204

SUMMARY OF PROPOSAL: Amendment to DSUP #2001-010 to add 12 service bays to the rear of the existing building and a parking structure.

MODIFICATIONS REQUESTED: None

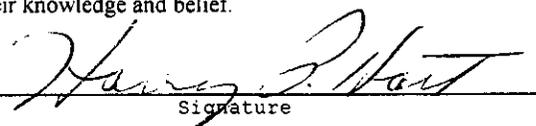
SUP's REQUESTED: Amendment to existing DSUP.

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of Title 7, Chapter 5 of the Code of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notices on the property for which this application is requested, pursuant to Article XI, Section 11-301(B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

Harry P. Hart
Print Name of Applicant or Agent


Signature

HART, CALLEY, GIBBS & KARP P.C.
Mailing Address

(703) 836-5757
Telephone Number

307 N. Washington St., Alex. VA 22314
Mailing Address

November 22, 2002
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: 11-22-02
Fee Paid & Date: \$ 1115.00 11-22-02
Legal Advertisement: _____

Received Plans for Completeness: 11-22-02
Received Plans for Preliminary: _____
Property Placard: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

ALEXANDRIA TOYOTA

2A 30

Development Special Use Permit with Site Plan (DSUP) #2002-085

All Applicants must complete this form. Supplemental forms are required for child care facilities, restaurants, auto oriented uses and freestanding signs requiring special use permit approval.

1. The Applicant is (*check one*) the Owner Contract Purchaser
 Lessee or Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than ten percent.

Jack Taylor - 100%

1707 Mt. Vernon Ave.

Alexandria, VA 22301

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

Yes. Provide proof of current City business license.

No. The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. (Attach additional sheets if necessary.)

The applicant seeks to construct an addition to the rear of the existing building to add 12 service bays. The addition will add mirror the addition approved in 2001 and will add 4612 square feet and will remove 12 non-required parking spaces from the rear of the lot.

To prepare for success in the future, Alexandria Toyota seeks to add a ⁷²³~~730~~ space parking structure that is exactly the same size of the parking garage in the adjacent Reserve at Potomac Yard site, with a small addition on the first level to wash cars. The parking structure will provide the dealership with added storage parking. It will net 340 spaces over the current surface parking. The structure will actually improve the property by removing the sea of surface parking and provide a structure that is of a similar height to the residential building next door. The Applicant, in response to comments from Staff has provided a proposed façade that is comparable to a building, not a parking structure, including a standing seam metal roof and a brick-like stucco façade. Colored renderings and a model are provided with the application.

Development Special Use Permit with Site Plan (DSUP) #

2002-0050

3. How many patrons, clients, pupils and other such users do you expect?
Specify time period (i.e., day, hour, or shift).

N/A

4. How many employees, staff and other personnel do you expect?
Specify time period (i.e. day, hour, or shift).

Up to 100

5. Describe the proposed hours and days of operation of the proposed use:

Day	Hours	Day	Hours
7 days/wk		7:00am to 9:00pm	

6. Describe any potential noise emanating from the proposed use:

- A. Describe the noise levels anticipated from all mechanical equipment and patrons.

None anticipated above the lawful limit, the bay doors will remain closed during any operation of the mechanical equipment.

- B. How will noise from patrons be controlled?

Again, the doors to the showroom are normally closed and therefore, noise doesn't leave the building.

7. Describe any potential odors emanating from the proposed use and plans to control them:

None Anticipated

8. Provide information regarding trash and litter generated by the use:

- A. What type of trash and garbage will be generated by the use?

Normal for proposed use.

Development Special Use Permit with Site Plan (DSUP) #

2002-0050

B. How much trash and garbage will be generated by the use.?

Normal for proposed use.

C. How often will trash be collected?

Normally on a weekly basis.

D. How will you prevent littering on the property, streets and nearby properties?

N/A

9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:

10. Will any organic compounds, for example, paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Normal cleaning solutions in regular size bottles/cans for cleaning the facility.

11. What methods are proposed to ensure the safety of residents, employees and patrons?

Lighting and the number of employees present at all times.

ALCOHOL SALES

- 12. Will the proposed use include the sale of beer, wine, or mixed drinks?
 Yes. No.

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

N/A

PARKING AND ACCESS REQUIREMENTS

- 13. Provide information regarding the availability of off-street parking:
 - A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

Currently have 886 parking spaces. 163 are required.

- B. How many parking spaces of each type are provided for the proposed use:

966 Standard spaces (9 feet x 18.5 feet)

159 Compact spaces (8 feet x 16 feet)

6 Handicapped accessible spaces.

 Other.

- C. Where is required parking located? (*check one*) on site off-site.

If the required parking will be located off-site, where will it be located?

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking with 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off street parking may be provided within 300 feet of the use with a special use permit.

- D. If a reduction in the required parking is requested, pursuant to section 8-100(A)(4) or (5) of the zoning ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

Development Special Use Permit with Site Plan (DSUP) #

2002-0050

14. Provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 4

B. How many loading spaces are available for the use? 4

C. Where are off-street loading facilities located? On site

D. During what hours of the day do you expect loading/unloading operations to occur?
Monday through Friday - 7:00am to 6:00pm. Will adjust per reasonable request of City

E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Usually once a day

15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

Street access is adequate.

D R A F T

NOTICE OF PUBLIC HEARINGS

Date: January 23-25, 2003

Dear Property Owner:

You are hereby noticed of the following public hearings to be held by the Alexandria Planning Commission and the Alexandria City Council on the issue described below:

ALEXANDRIA PLANNING COMMISSION ALEXANDRIA CITY COUNCIL

Date: February 4, 2003
7:30 P.M., City Hall
City Council Chambers
Alexandria, Virginia

Date: February 22, 2003
9:30 A.M., City Hall
City Council Chambers
Alexandria, Virginia

ISSUE DESCRIPTION: Amendment to Special Use Permit #96-0161 to add 12 service bays to the rear of the property and a parking structure.

PROPERTY ADDRESS: 3750 Jefferson Davis Highway

TAX MAP REFERENCE: 8.00-01-01 &-03

As a citizen and party in interest, you are invited to attend these meetings and express your views concerning the above issue.

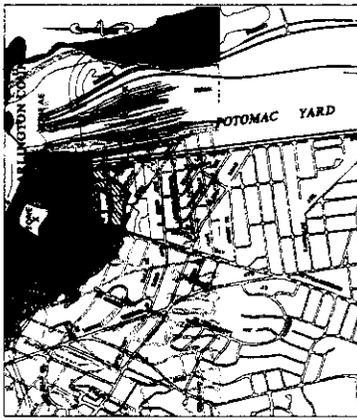
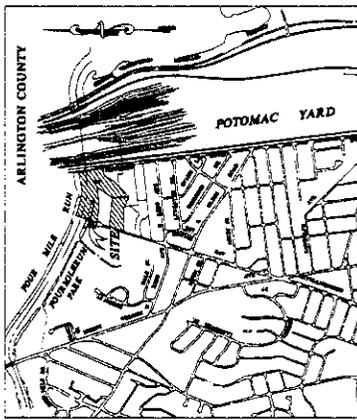
If you have any questions regarding the request, you may call 703-836-5757.

Very truly yours,



DATE	REVISION
ACCM	1.00
DESIGN	1.00
SCALE	1" = 400'
JOB NO.	1051-01-001
DATE	DECEMBER 2002
FILE NO.	
SHEET	1 OF 7

**DEVELOPMENT SPECIAL USE PERMIT AMENDMENT #2
(PARKING GARAGE AND SERVICE BAY ADDITIONS)
ALEXANDRIA TOYOTA ADDITION
CITY OF ALEXANDRIA**



VICINITY MAP
1" = 100' ±

FLOOD MAP
1" = 100' ±

SHEET INDEX

- 1. NOTES & LEGENDS
- 2. CONSTRUCTION PLAN
- 3. DEVELOPMENT PLAN
- 4. SITE PLAN
- 5. LANDSCAPE PLAN
- 6. UTILITY PLAN
- 7. EROSION CONTROL PLAN
- 8. TRAFFIC IMPROVEMENT PLAN
- 9. LIGHTING PLAN
- 10. SIGNAGE PLAN
- 11. FENCE PLAN
- 12. TOTAL - 14 SHEETS

NARRATIVE

THIS APPLICATION TO AMEND THE DEVELOPMENT SPECIAL USE PERMIT IS FOR THE DEVELOPMENT OF A PARKING GARAGE AND SERVICE BAY ADDITIONS TO THE EXISTING DEVELOPMENT. THE AMENDMENT ALSO SETS TO ADD SERVICE BAYS TO THE REAR OF THE EXISTING BUILDING.

APPROVED
SPECIAL USE PERMIT NO. # 2001-10
DEPARTMENT OF PUBLIC WORKS
CITY OF ALEXANDRIA, VIRGINIA

ARCHITECT
CLARK & COMPANY
929 RIVA RIDGE DRIVE
GREAT FALLS, VIRGINIA 22066

LESSEE
ALEXANDRIA TOYOTA
3804 JEFFERSON DAVIS HIGHWAY
ALEXANDRIA, VIRGINIA 22301

OWNER
EDWARD W. SMITH, TRUSTEES
OF THE SMITH SITE OR-L
ARLINGTON, VIRGINIA 22204

EXISTING	ABBREVIATIONS	DESCRIPTION	PROPOSED
1	PROPOSED	PROPOSED	PROPOSED
2	PROPOSED	PROPOSED	PROPOSED
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1. THE PROPERTY BOUNDARY IS LOCATED ON THE CITY OF ALEXANDRIA TAX ASSESSMENT MAPS AS R-1-D-10 & R-1-D-11 AND IS DATED 08/01/02.

2. FOR EXISTING SITE:
EXISTING IMPERVIOUS AREA: 248,683 SF OR 5,697.5 AC
TOTAL AREA TO BE DISTURBED: 74,200 SF OR 1.71 AC
PROPOSED IMPERVIOUS: 113,963 SF OR 2.605 AC
NO ADDITIONAL BMP WATER QUALITY REQUIREMENTS ARE NECESSARY.

3. THE CONTRIBUTION MUST COMPLY WITH THE CURRENT EDITION OF THE UNIFORM STATEWIDE BUILDING CODE (USBC).

4. A PORTION OF THE SUBJECT PROPERTY IS LOCATED WITHIN A RESERVATION PROTECTION AREA CONTAINING JURISDICTIONAL WETLANDS AND SPA CORE COMPONENTS. A WETLANDS STUDY HAS BEEN CONDUCTED AND IMPLEMENTED. SUBJECT PROPERTY IS LOCATED WITHIN FLOOD ZONE "AE" (AREAS OF FLOOD ELEVATION DETERMINED, AEF, = 11.00) AND "X" (AREAS OF 500 YEAR FLOOD WITH DAMAGE AFFECTS LESS THAN 1.50 MILE) AND AREAS PROTECTED BY LEASES FROM 100 YEAR FLOOD) AS SHOWN ON THE CITY OF ALEXANDRIA FIRM MAP PREPARED BY FEMA.

5. R/C PARKING SPACES WILL BE CLEARLY RELIEVED WITH PAVEMENT MARKINGS AND SIGNAGE.

6. PROPOSED SITE LIGHTING AND SIGN ILLUMINATION SHALL COMPLY WITH THE CITY OF ALEXANDRIA SIGNAGE REGULATIONS AND SHALL NOT HAVE A NEGATIVE IMPACT ON ADJACENT PROPERTIES AND SHALL CONFORM TO SET 15.1-1.3 OF THE CODE OF THE CITY OF ALEXANDRIA, 1981, AS AMENDED.

7. ALL UTILITIES SERVING THIS DEVELOPMENT WILL BE PLACED UNDERGROUND.

8. PROPOSED SIGNAGE SHALL COMPLY WITH ART 19, ALEXANDRIA ZONING ORDINANCE AND SHALL BE PLACED UNDERGROUND.

9. THE MAXIMUM HEIGHT OF SIGNAGE SHALL BE LIMITED TO THE HEIGHT OF THE TALLEST SIGNAGE STRUCTURE ON THE SITE OR 15 FEET, WHICHEVER IS GREATER.

10. AVERAGE FINISHED GRADE AT MAIN BUILDING = 20.71.

11. REFER TO GEOTECHNICAL ENGINEER'S REPORT PRIOR TO CONSTRUCTION.

12. TRANSCENDERS ARE TO BE LOCATED UNLESS OTHERWISE NOTED FOR THE MAINS AND AREAS VISIBLE TO THE PUBLIC, WITH ADEQUATE SCREENING TO THE SATISFACTION OF THE DIRECTOR OF P & Z.

13. BENCHMARK: ON THE TOP OF WEST CURB OF COMMONWEALTH AVENUE AT INTERSECTION WITH RIVINGTON ROAD (NORTH KILL'SY SCHOOL). ELEVATION: 11.74 (U.S.G.S. DATUM).

14. ORIEL MARK: IN LESSEE'S A-1 NEAREST CORNER OF SITE, WEST SIDE OF HOWARD HIGHWAY (US RT #1). ELEVATION = 17.9 (U.S.G.S. DATUM).

GENERAL NOTES:

1. CONTACT ALEXANDRIA ARCHITECTURE (703-499-4300) TWO WEEKS PRIOR TO ANY EXISTING DISTURBING ACTIVITY (SUCH AS CORING, CRACKING, PILING, AND OTHER EXCAVATION AS INDICATED IN SECTION 2-15) OF THE EXISTING FOUNDATION AND STRUCTURE. CONTRACTORS WILL PROVIDE ON-SITE SUPERVISION TO MONITOR ALL EXCAVATION WORK.

2. CALL ALEXANDRIA ARCHITECTURE IMMEDIATELY (703-499-4300) IF ANY UNEXPECTED STRUCTURAL REMAINS (WALLS, FOUNDATIONS, WALLS, FRAMES, OR OTHER STRUCTURES) ARE DISCOVERED DURING EXCAVATION. A CITY ENGINEER MUST BE NOTIFIED IMMEDIATELY. WORK SHALL CEASE IN THIS AREA UNTIL A CITY ARCHITECT/ENGINEER COMES TO THE SITE AND APPROVES THE PLAN.

0500-2002-0050 MSD

Bowman
CONSULTING

1111 Commonwealth Avenue
Alexandria, Virginia 22304
Phone: (703) 546-2186
Fax: (703) 546-2181
www.bowmanconsulting.com
© 1999 Bowman Consulting, Inc.

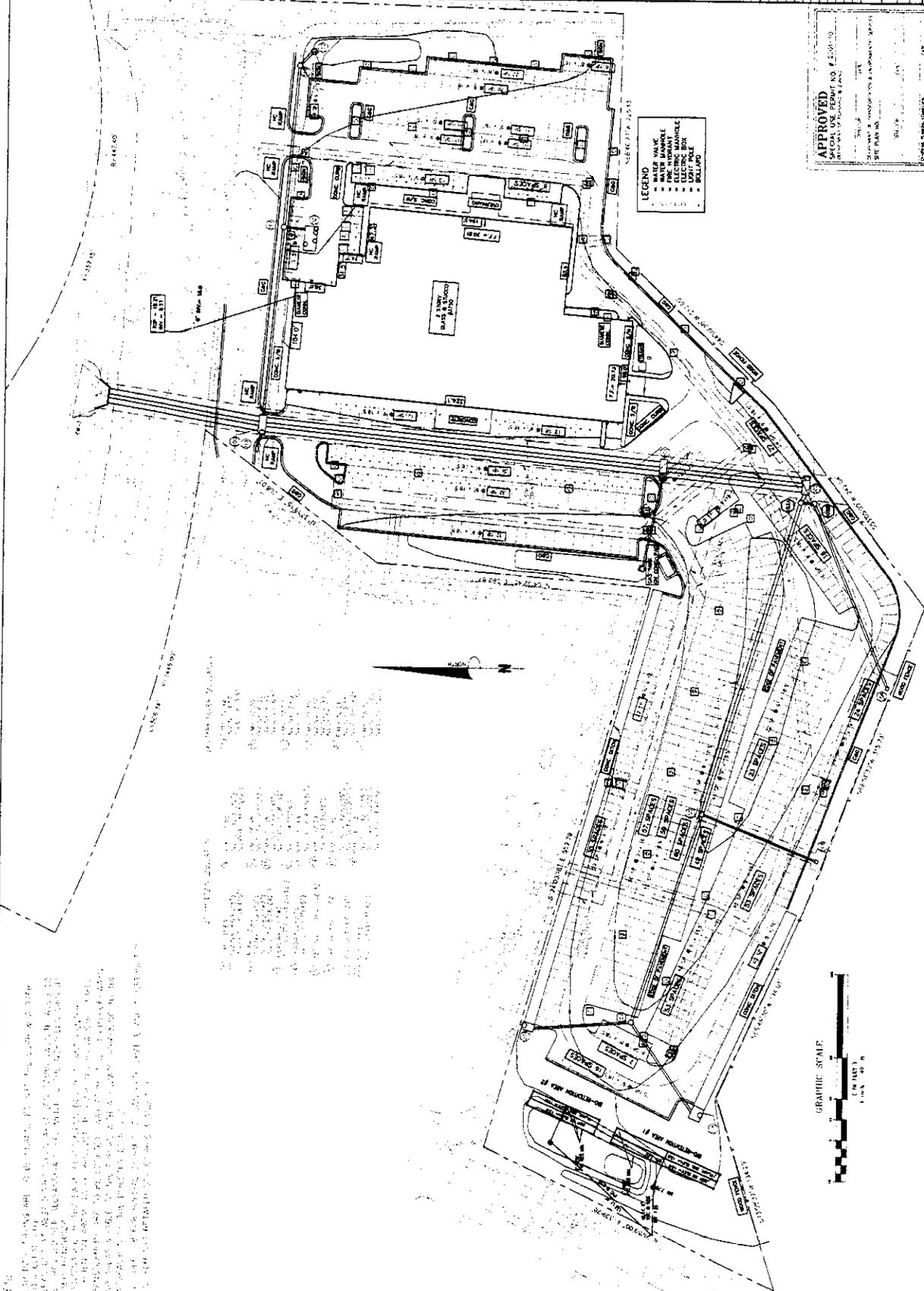
EXISTING CONDITIONS
ALEXANDRIA TOYOTA
CITY OF ALEXANDRIA, VIRGINIA



DATE	12/20/00
DESIGN	LEW
CHECK	LEW
SCALE	AS SHOWN
SHEET NO.	3
TOTAL SHEETS	7
PROJECT NO.	0021-01-001
DATE	DECEMBER 2000
BY	LEW
CHECKED	LEW
DATE	12/20/00

APPROVED AND
STAMPED FOR RECORD
BY THE CITY OF ALEXANDRIA

DATE: 12/20/00
BY: LEW
PROJECT NO.: 0021-01-001
SHEET NO.: 3



1. This plan shows the existing conditions of the site. It is intended to provide a clear and accurate representation of the site as it exists at the time of the survey. It is not intended to show any proposed changes or improvements to the site.

2. The site is located at the intersection of [Street Name] and [Street Name] in Alexandria, Virginia. The site is bounded by [Street Name] to the north, [Street Name] to the south, [Street Name] to the east, and [Street Name] to the west.

3. The site is currently occupied by a building and a parking lot. The building is located on the north side of the site, and the parking lot is located on the south side of the site.

4. The site is shown with its existing utility lines, including water, fire, and electric lines. The utility lines are shown with their respective symbols and labels.

5. The site is shown with its existing easements and encroachments. The easements and encroachments are shown with their respective symbols and labels.

6. The site is shown with its existing zoning and other regulations. The zoning and other regulations are shown with their respective symbols and labels.

7. The site is shown with its existing topography and other features. The topography and other features are shown with their respective symbols and labels.

04 46

PSUP 2002-0050

Bowman
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1000 North ...
Alexandria, Virginia 22304
Phone: (703) 461-1111
Fax: (703) 461-1112
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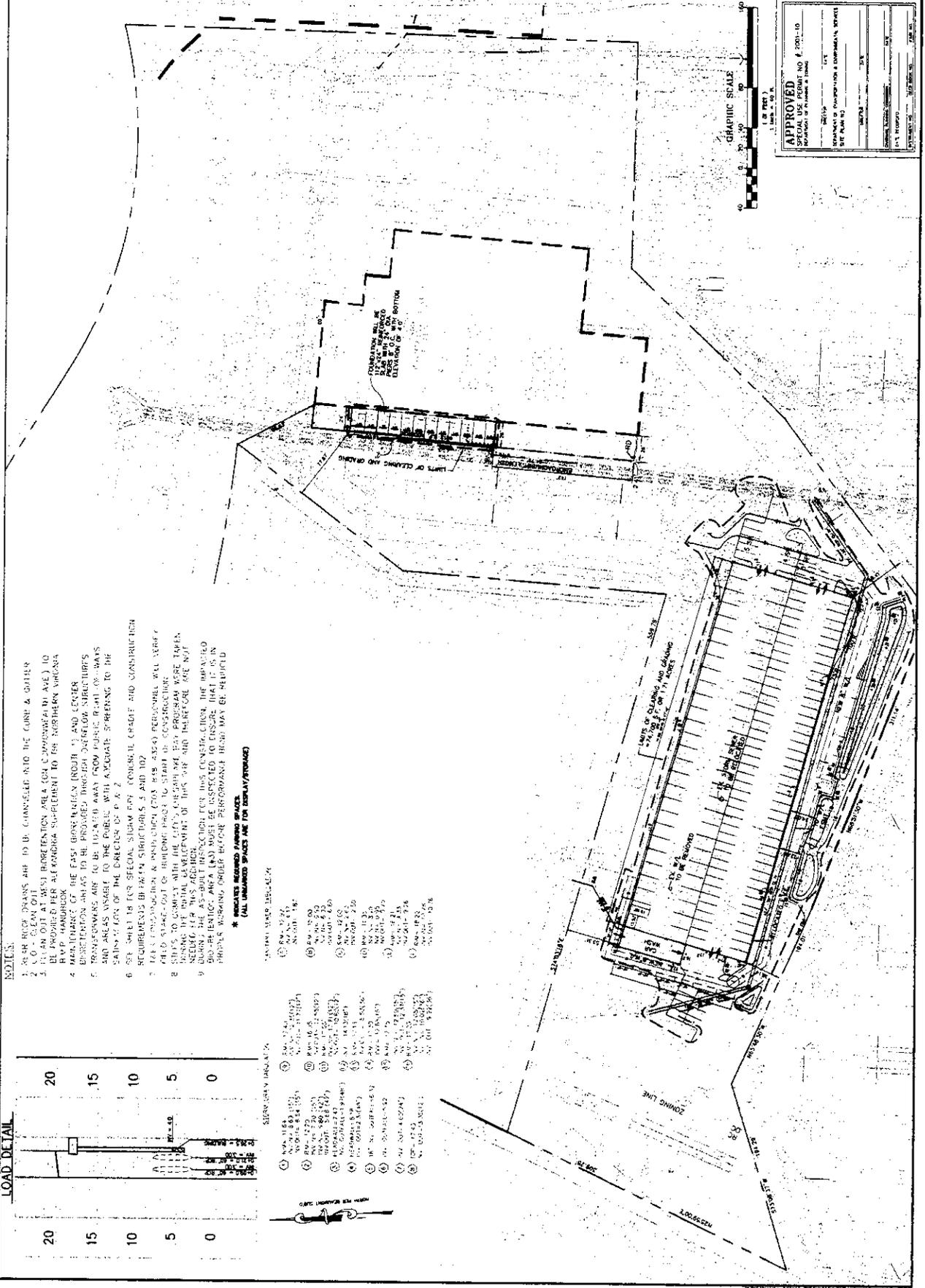
ALEXANDRIA TOYOTA
DEVELOPMENT PLAN
CITY OF ALEXANDRIA, VIRGINIA



DATE	DESCRIPTION
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APPROVED
SPECIAL USE PERMIT NO. 2-2001-10
DEPARTMENT OF COMMERCE & EMPLOYMENT SERVICES
CITY OF ALEXANDRIA, VIRGINIA

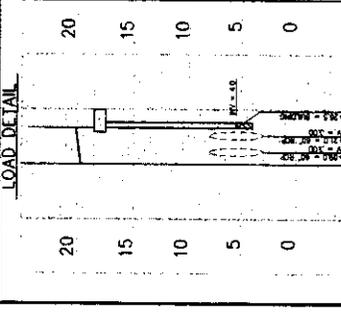
DATE: 12/15/01
SCALE: AS SHOWN
FILE NO.: 10051-01-0017
DATE: DECEMBER 2001
SHEET 5 OF 7



NOTICE:

1. WATER RICH DRAINS ARE TO BE CHANNELLED INTO THE CURB & GUTTER
2. C.O. - CLEAN OUT
3. CLEAN OUT AT WEST INTERSECTION AREA (FOR CUMBERLAND AVE.) TO BE PROVIDED PER ALEXANDRIA SUPPLEMENT TO THE NORTHERN VIRGINIA ZONING ORDINANCE
4. MAINTAIN THE EAST BAY SIDE (INSIDE) TO AND OTHER ADJACENT AREAS TO BE PROVIDED THROUGHOUT THE PROJECT
5. TRANSFORMERS ARE TO BE LOCATED AWAY FROM PUBLIC PLACES AND AREAS USABLE TO THE PUBLIC, WITH ADEQUATE SCREENING TO THE VAINITY OF THE LOCATION OF P.O. 2
6. SEE SHEET 14 FOR SPECIAL SIGNAGE, CONSOLE, CREDIT, AND CONSTRUCTION REQUIREMENTS FOR SIGN STRUCTURES, S AND 102
7. TREE PRESERVATION & RESTORATION PLAN (AS-AP) REQUIREMENTS WILL VERIFY FIELD STAKE-OUT TO BUILDING PROCESS TO START OF CONSTRUCTION
8. STREETS TO COMPLY WITH THE CITY'S CHESTERMAN WAY PROGRAM WHERE TAKEN DURING THE INITIAL DEVELOPMENT OF THIS USE AND THEREFORE ARE NOT SCHEDULED FOR THIS ADDRESS
9. SIGNAGE SHALL BE REVIEWED THROUGH THE CITY ENGINEER, THE INSTALLED SIGNAGE SHALL BE INSPECTED TO ENSURE THAT ALL SIGNAGE IS IN PROPER WORKING ORDER BEFORE PERFORMANCE RECORD MAY BE REQUESTED

* ALL UNPAID SPACES ARE FOR DISPLAY/STORAGE



42
K

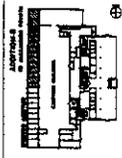
DSUP 2002-0050



CLARK ENGINEERING
 16 ONE BAY DRIVE
 WASHINGTON, DC 20005
 TEL: 202-778-1100 FAX: 202-778-1101

APPROVED
 SPECIAL USE PERMIT NO. 2000-10
 DEPARTMENT OF PUBLIC & ECONOMIC SERVICES
 DIVISION OF PLANNING & DEVELOPMENT SERVICES

APPROVED
 SPECIAL USE PERMIT NO. 2000-10
 DEPARTMENT OF PUBLIC & ECONOMIC SERVICES
 DIVISION OF PLANNING & DEVELOPMENT SERVICES

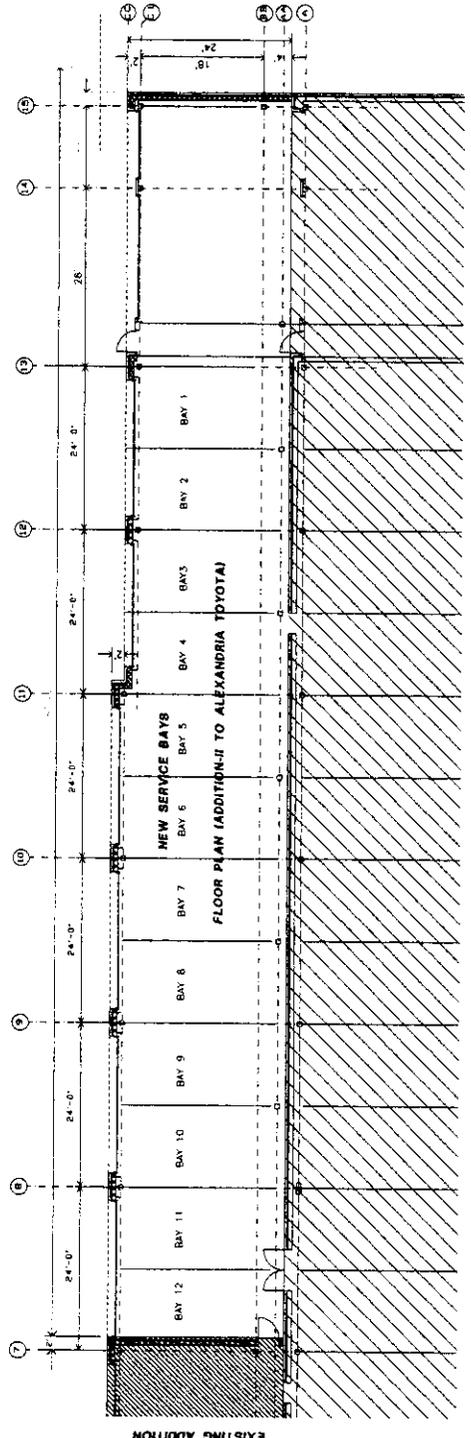


PROJECT NO.	001
DRAWN BY	CPH/MS
REVIEWED BY	SMC
DATE ISSUED	12/22/02
REVISIONS	
NO. OF REVISIONS	0
ISSUE DATE	12/22/02
ISSUE TIME	12:22:02

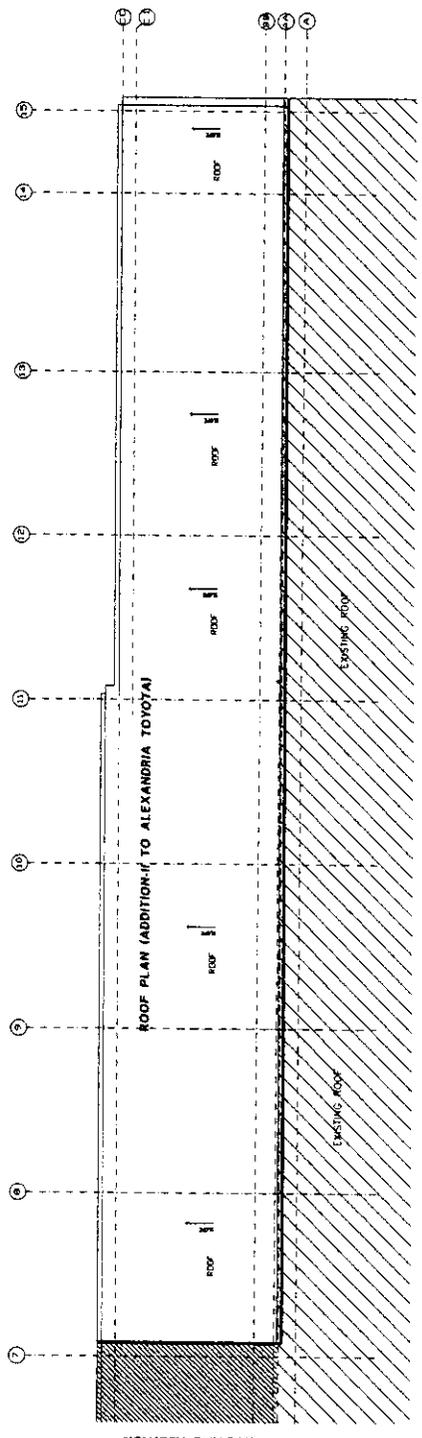
PROJECT TITLE
 ADDITION-II TO
 ALEXANDRIA TOYOTA

ENCLOSURE TITLE
 FLOOR PLAN &
 ROOF PLAN

SHEET NUMBER
A-1



1 FLOOR PLAN : ADDITION-II
 SCALE 1/8"=1'-0"



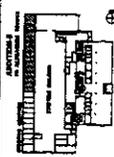
2 ROOF PLAN : ADDITION-II
 SCALE 1/8"=1'-0"

45
 44



CLARK
 1700 S. 10th St., Suite 100
 Phoenix, AZ 85026
 (602) 944-1100
 FAX (602) 944-1101
 www.clark-engineering.com

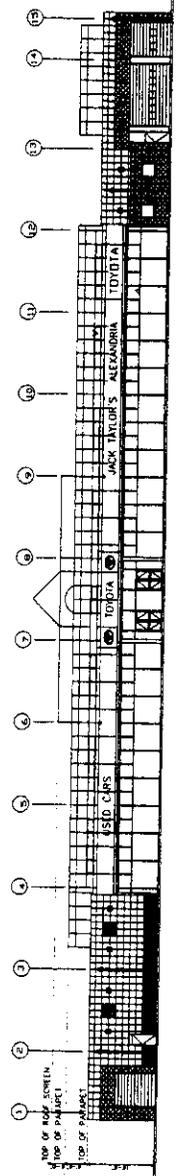
APPROVED
 PROJECT NO. 02-0050
 DRAWN BY: J. TAYLOR
 CHECKED BY: J. TAYLOR
 DATE: 10/15/02
 PROJECT TITLE: ADDITION TO ALEXANDRIA TOYOTA



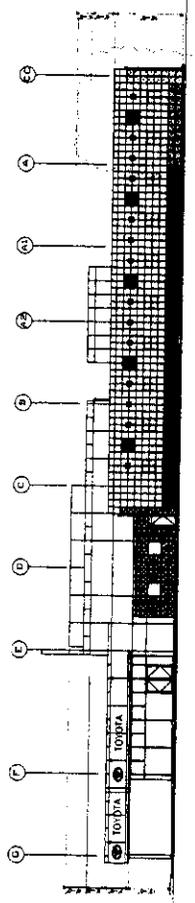
PROJECT NO. 02-0050
 DRAWN BY: J. TAYLOR
 CHECKED BY: J. TAYLOR
 DATE: 10/15/02
 PROJECT TITLE: ADDITION TO ALEXANDRIA TOYOTA

NO.	DESCRIPTION	DATE
1	ISSUE FOR PERMIT	10/15/02
2	ISSUE FOR CONSTRUCTION	10/15/02

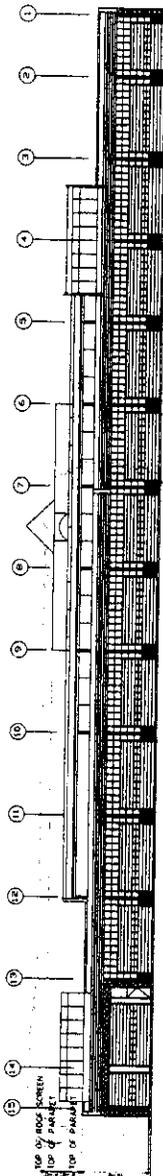
PROJECT TITLE
ADDITION TO ALEXANDRIA TOYOTA
 DRAWING TITLE
ELEVATIONS
 SHEET NUMBER
A-2



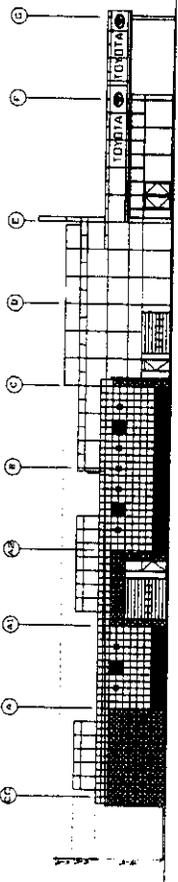
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 SCALE: 1/8"=1'-0"



2 NORTH ELEVATION
 SCALE: 1/8"=1'-0"



3 WEST ELEVATION
 SCALE: 1/8"=1'-0"



4 SOUTH ELEVATION
 SCALE: 1/8"=1'-0"

DSUP 2002-0050



15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES AND AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES AND AGENCIES.

APPROVED
 SPEC. USE PERMIT NO. J-1201-112
 DIVISION OF PLANNING & ZONING

DATE: 12/28/02
 BY: [Signature]

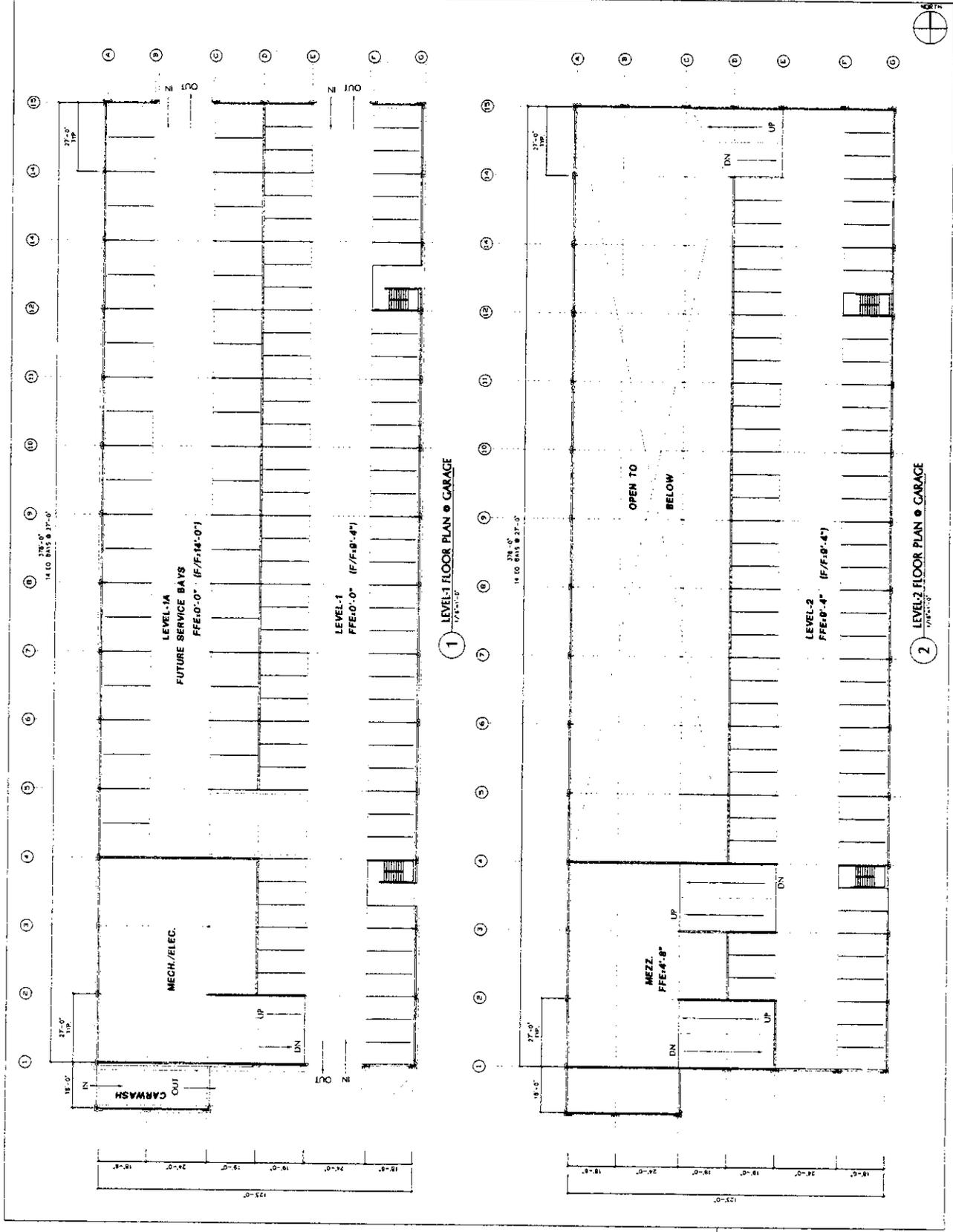


Key Plan	
PROJECT NO.	02
DRAWN BY	CFRANK
REVIEWED BY	JMK
REVISION DATE	12/28/02
DATE ISSUED	12/28/02
REVISIONS	
NO. OF REVISIONS	0
DATE	12/28/02
BY	
1. DESIGN REVIEW	12/28/02
2. PERMITS	12/28/02

PROJECT TITLE
**PARKING GARAGE
 ALEXANDRIA TOYOTA**

DRAWING TITLE
FLOOR PLANS

SHEET NUMBER
AG-1



47
 46



APPROVED
 SPECIAL USE PERMIT NO. 7-2001-10
 DIVISION OF PLANNING & ZONING

PROJECT NO. 02-0050
 SHEET NO. AG-2

DATE ISSUED: 02/28/02

REVISIONS:

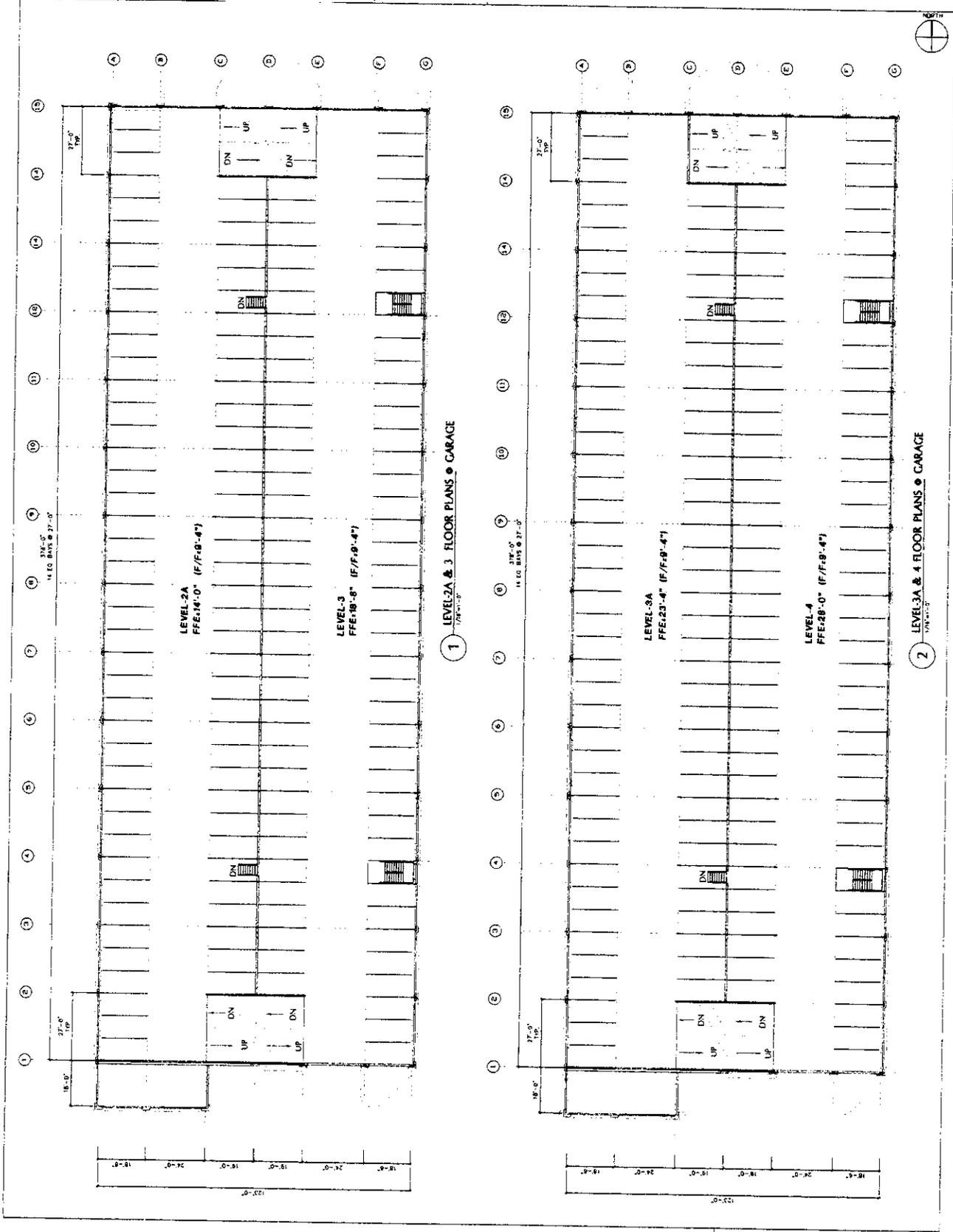
NO.	DESCRIPTION	DATE
1	FORNING REVIEW	10/29/02
2	FORNING FINAL	12/20/02



PROJECT TITLE
 PARKING GARAGE
 ALEXANDRIA TOYOTA

PROJECT NO. 02-0050
 SHEET NO. AG-2

DATE ISSUED: 02/28/02



DSUP 2002-0050



CLARK ENGINEERING
 1400 MARKET STREET, SUITE 200
 PHILADELPHIA, PA 19102
 TEL: 215-381-1100 FAX: 215-381-1101
 WWW.CLARK-ENG.COM

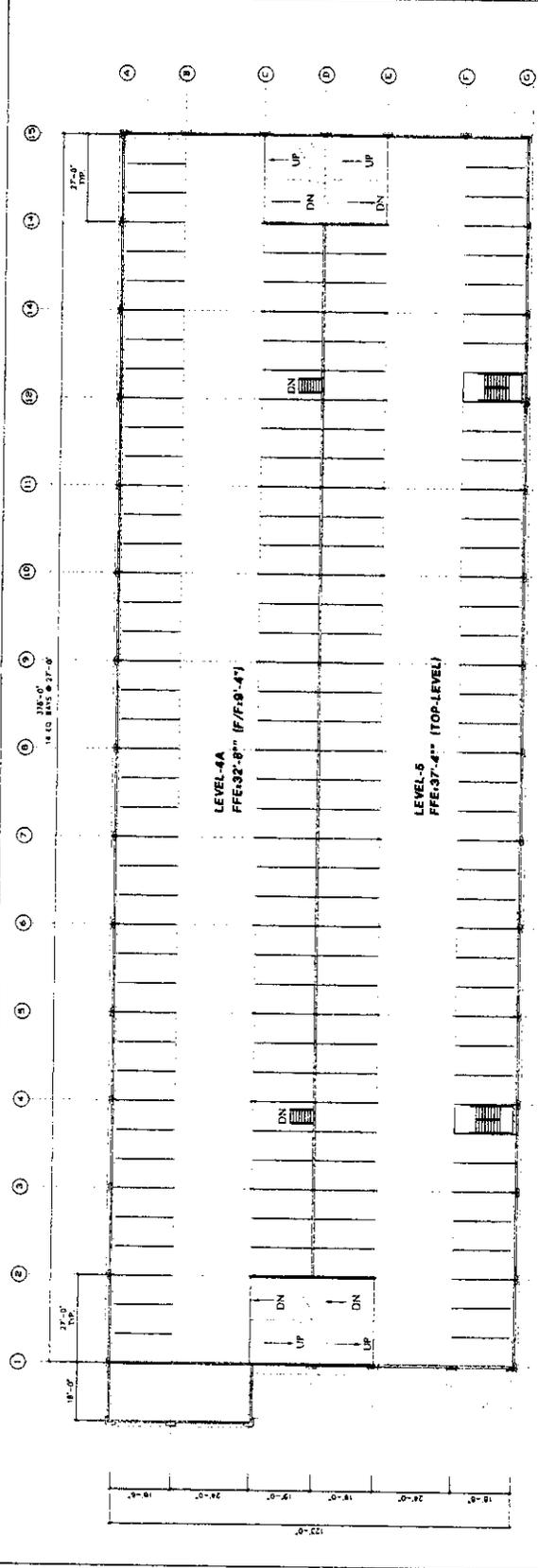
APPROVED 10/5/02 10:10
 SHEET NO. 10/5/02 10:10
 PROJECT NO. 2002-0050
 DRAWING TITLE: FLOOR PLANS
 DATE: 10/5/02
 BY: [Signature]
 CHECKED BY: [Signature]
 PROJECT NO. 2002-0050
 DRAWING TITLE: FLOOR PLANS
 DATE: 10/5/02
 BY: [Signature]
 CHECKED BY: [Signature]



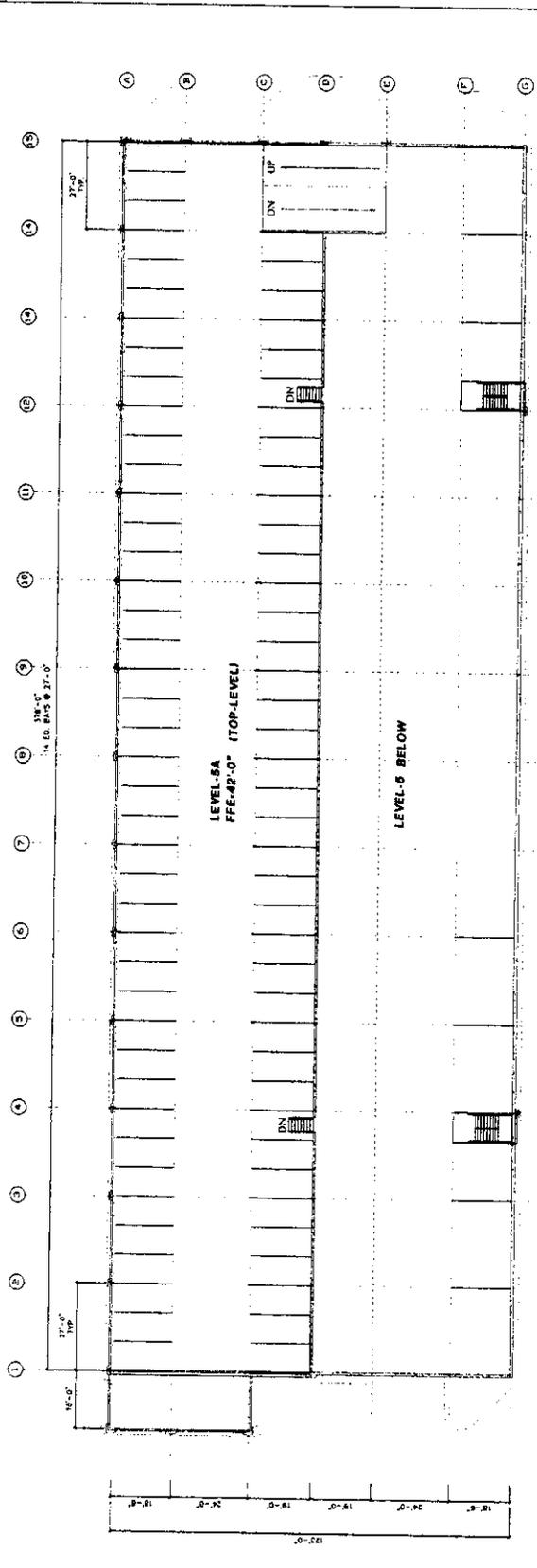
Key Plan

PROJECT NO.	2002-0050
DATE	10/5/02
DESIGNED BY	CLARK
CHECKED BY	CLARK
SCALE	AS SHOWN
DATE PLOTTED	10/5/02
BY	CLARK
NO. OF SHEETS	10/5/02
TOTAL SHEETS	10/5/02
DATE PRINTED	10/5/02
BY	CLARK

PROJECT TITLE
PARKING GARAGE
ALEXANDRIA TOYOTA
 DRAWING TITLE
FLOOR PLANS
 SHEET NUMBER
AG-3

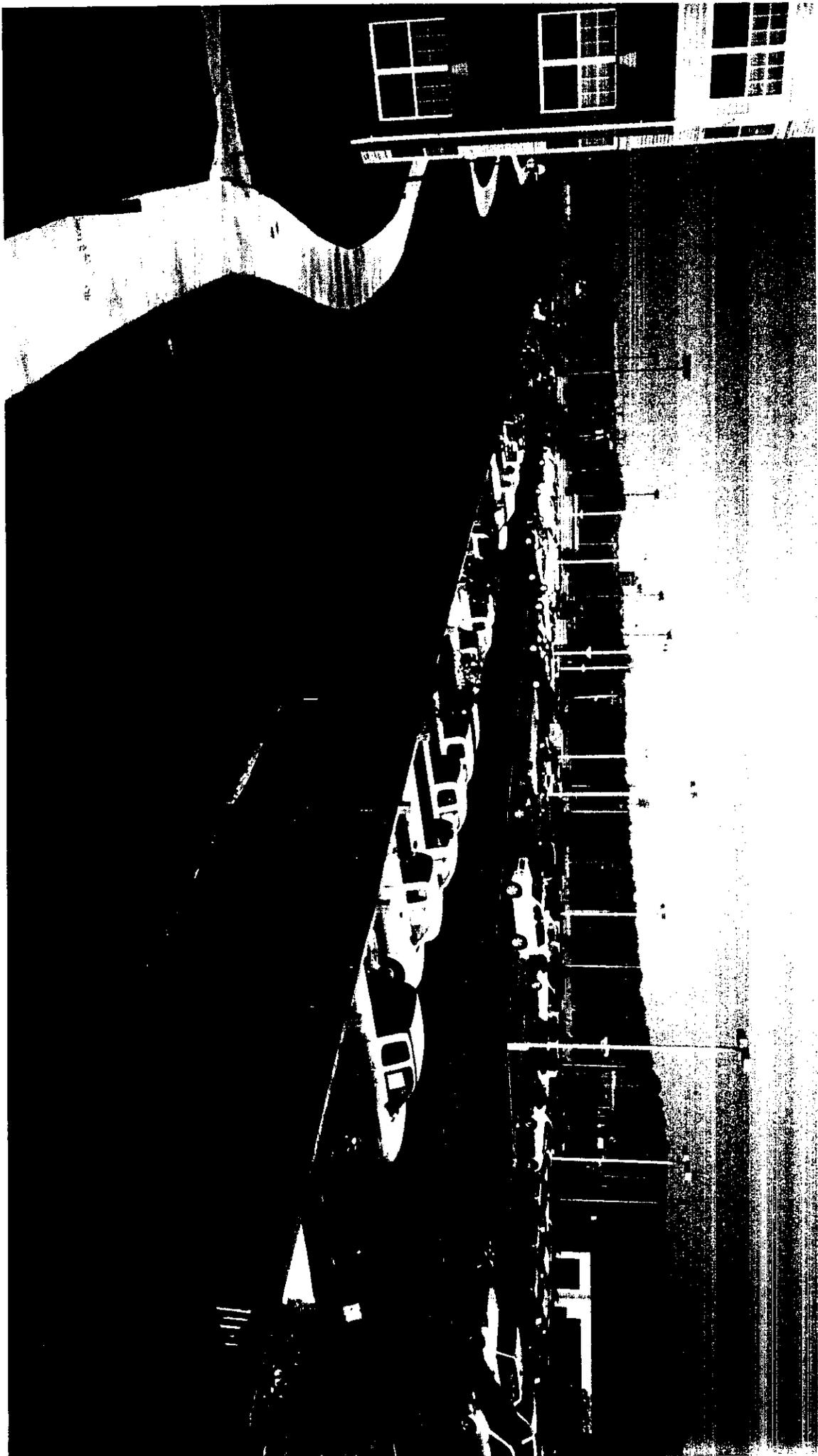


1 LEVEL-4A & 5 FLOOR PLAN - GARAGE



2 LEVEL-5A PLAN - GARAGE

49
48



View from Commonwealth Avenue



View from Route 1



DSUP #2002-0050

Greg Tate

3750 Jefferson Davis Hy

ALEXANDRIA TOYOTA

HART, CALLEY, GIBBS & KARP, P.C.

ATTORNEYS AND COUNSELLORS AT LAW

307 NORTH WASHINGTON STREET
ALEXANDRIA, VIRGINIA 22314-2557

TELEPHONE (703) 836-5757
FAX (703) 548-5443
hcgk.law@verizon.net

OF COUNSEL
CYRIL D. CALLEY

RETIREE
ROBERT L. MURPHY, 2001

HARRY P. HART
MARY CATHERINE H. GIBBS
HERBERT L. KARP

February 4, 2003

Mr. Eric Wagner, Chairman and Members of Planning Commission
c/o Ms. Eileen Fogarty, Director
Department of Planning & Zoning
City Hall, Room 2100
Alexandria, VA 22314

Re: Alexandria Toyota, 3750 Jefferson Davis Highway, DSP#2002-0050
Docket Item No. 6

Dear Mr. Wagner and Members of Planning Commission:

This letter is written to follow up on our letter dated January 31, 2003. After discussions with the Planning Director, the Applicant and Staff have agreed to amend the following conditions:

Condition No. 54: DELETE

Condition No. 55:

(a): Portions of the parking garage visible from public areas shall be faced with panelized brick with the remainder of the garage façade being composed of a material ~~The garage structure shall be faced with materials giving the appearance of brick or similar textured treatment/finish. on four sides.~~

(f) To reduce the horizontal building plane, articulation shall be provided by providing a minimum 6 to 12 inches ~~1-2ft~~ projection for articulation in the façade plane.

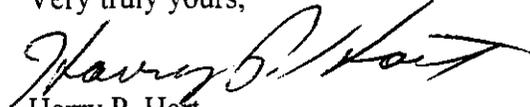
Condition No. 60. There shall be no general public use of the parking garage facility. Access and use of the parking garage facility shall be limited to employees of Alexandria Toyota or other automotive dealerships located in high impact areas. ~~the dealership only. Parking spaces within the parking garage structure and the adjoining rear parking lot area shall be limited to use for new and used vehicle sales, storage and services of the Alexandria Toyota Dealership only, no spaces shall be provided or leased for use by other dealerships.~~

The Applicant continues to request that the Planning Commission amend Condition Nos. 57(d), 58(b) and 84 as suggested in our letter dated January 31, 2003, to which the Staff has not agreed.

Mr. Eric Wagner and Members of Planning Commission
c/o Ms. Eileen Fogarty, Director
February 4, 2003
Page 2

The Applicant hopes that the Planning Commission and City Council will approve the building as generally depicted on the preliminary plan with the conditions as amended.

Very truly yours,



Harry P. Haft

cc: Mr. Jack Taylor

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 25, 2003

TO: ERIC WAGNER, PLANNING COMMISSION CHAIRMAN AND MEMBERS
OF THE PLANNING COMMISSION

FROM: EILEEN P. FOGARTY, DIRECTOR, PLANNING AND ZONING 

SUBJECT: DOCKET ITEM #9
ALEXANDRIA TOYOTA, 3750 JEFFERSON DAVIS HIGHWAY
DSUP#2002-00050

This memo is to update the Planning Commission on the deferral of the application for a Development Special Use Permit amendment for the Alexandria Toyota Dealership to construct a 5½ level parking structure and additional service bays at the Alexandria Toyota dealership at 3750 Jefferson Davis Highway. The Planning Commission deferred this item at the February 4, 2003, public hearing because the Commission believed additional time was needed by staff and the applicant to resolve issues involving agreements to modify several staff conditions received by staff just prior to the hearing.

The principal issue involved staff's agreement to eliminate condition #52 of the staff conditions which recommended that the parking structure be reduced by two levels from 5½ levels to 3½ levels. During concept review for this project, staff discussed two options for mitigating the visual impacts of the proposed parking structure. The options suggested by staff included providing design treatment that would make the garage appear as a traditional building or lowering the height so that it was less visually prominent to the adjacent apartments and from public areas surrounding the site. Subsequently, the applicant chose to make some modest modifications to the exterior appearance of the parking garage in an attempt to improve the appearance as opposed to lowering its height. However, staff did not believe the changes went far enough to mitigate the visual impacts of the garage to surrounding areas. Therefore, staff recommended a condition to lower the parking structure's height by two levels. Subsequent to the release of the staff report, the applicant agreed to provide further enhancement of the exterior appearance of the parking garage by agreeing to use brick panels on portions of the garage visible from public areas surrounding the site. Staff believes that the enhanced building materials, punched windows and landscaping will enable the parking structure to appear more like a building, therefore staff has agreed to delete staff condition #52.

In addition to requesting deletion of staff condition #52, the applicant also requested modifications to conditions #55(a) and (f), #60 and #57(d). The proposed changes were contained in letters from the applicant to the Planning Commission dated January 31, 2003, and February 4, 2003. A summary of the applicant's requested changes is identified below and have been incorporated into the staff report recommendations. Staff has no objections to these modifications.

Staff condition #54 deleted.

Staff condition #55 modified as follows:

- (a): Portions of the parking garage visible from public areas shall be faced with panelized brick with the remainder of the garage façade being composed of a material ~~The garage structure shall be faced with materials giving the appearance of brick or similar textured treatment/finish. on four sides.~~
- (f) To reduce the horizontal building plane, articulation shall be provided by providing a minimum 6 to 12 inches ~~1-2ft~~ projection for articulation in the facade plane.

Staff condition #60 modified as follows:

~~There shall be no general public use of the parking garage facility. Access and use of the parking garage facility shall be limited to employees of Alexandria Toyota or other automotive dealerships located in high impact areas in the City. the dealership only. Parking spaces within the parking garage structure and the adjoining rear parking lot area shall be limited to use for new and used vehicle sales, storage and services of the Alexandria Toyota Dealership only, no spaces shall be provided or leased for use by other dealerships.~~

Staff condition #57(d) modified as follows:

- d) Provide a significant amount of additional evergreen landscape screening on the eastern portion of the parking structure. All plantings on the southern portion of the parking structure be a minimum height of 10'-12' ~~12'-15'~~ at the time of planting

After further discussion with staff, the applicant no longer requests modification of staff conditions #58(b) and #84 as requested in their letter dated January 31, 2003.

#9.
DSUP 2002-0050
Alexandria Toyota

Law Offices
MICHAEL J. McHUGH
A Professional Corporation
2000 NORTH 14TH STREET, SUITE 210
ARLINGTON, VIRGINIA 22201

TELEPHONE (703) 841-9318

FACSIMILE (703) 524-7610

March 4, 2003

BY TELECOPY

Mr. Eric Wagner
Chairman, Alexandria Planning Commission
City Hall
301 King Street
Alexandria, VA 22314

Re: SUP #2002-0050: Alexandria Toyota, Inc.

Dear Mr. Chairman and Members of the Planning Commission:

This firm represents Equity Residential, owner of The Reserve at Potomac Yards. The purpose of this letter is to follow-up on concerns we raised at your February 4th meeting.

Succinctly put, there is a tremendous difference between the three storey garage originally recommended by Staff, and the five storey garage proposed by the Applicant. From the standpoint of residents and management at The Reserve, the additional two storeys above what was recommended by Staff means that the proposed garage will loom over these units. While increased planting at the ground level, as suggested by staff, may incrementally improve the view for units at the ground level, it will be a very long time before the proposed landscaping will be mature enough to provide any real screening for the lower floors, but more to the point, it is highly unlikely that the plantings suggested will ever approach a height that would screen the upper two storeys which are the crux of the problem in this case.

If the Planning Commission, in its collective wisdom is inclined to recommend approval of a garage higher than three storeys (four is also a possibility as well as five, but does not seem to have ever been considered as a compromise), we believe that steps should be taken to soften the top floors of the garage, and that the side of the garage facing The Reserve should be given the same architectural consideration as those sides of the building facing Route 1.

As to ways to soften the upper floors of the garage, one approach might be to provide planters on the top two floors in much the same manner as the garages at

Letter to Alexandria Planning Commission
March 4, 2003
Page 2

National Airport. Doing so would provide visual interest on the upper floors, and provide landscaping/screening to a height that no Leyland Cyprus could ever hope to grow.

As to architectural treatment, aside from lowering the building a full floor, one device that is frequently used is to clip the corners of the building on the top floor, thereby giving the appearance that the building is not quite as tall nor as long. Staff has also suggested a number of ways that vertical elements could be articulated in the facade of the garage which would break up the massive quality of the existing five storey facade. Unfortunately, the six to twelve inch variations agreed to by the Applicant will not be sufficient to achieve the kind of articulation staff is seeking to break the planar quality of this face of the building.

Regarding materials, we heard the concern of the Commission at the last meeting regarding the Applicant's proposal to use something other than brick on those portions of the building facing toward Route 1. Given that drivers passing on Route 1 will see the garage from a distance of 500 feet and a speed of twenty five miles an hour, while residents at The Reserve will be staring at the side of the garage from a distance of less than 100 feet away while standing still, it seems that the people most affected by the choice of materials for the garage are residents of The Reserve. For this reason, and the fact that The Reserve units facing the garage and Route 1 are brick and siding, we ask that the Applicant be required to use brick as the predominant material on that side of the garage facing The Reserve. We also suggest that if the color of the brick is alternated every couple of bays between two different color bricks, the length of the garage would be visually reduced because there would be vertical bands of different colors.

We appreciate this opportunity to provide additional comments regarding the above proposal. If the Commission has any further questions or concerns, we would be happy to address them at this evening's meeting.

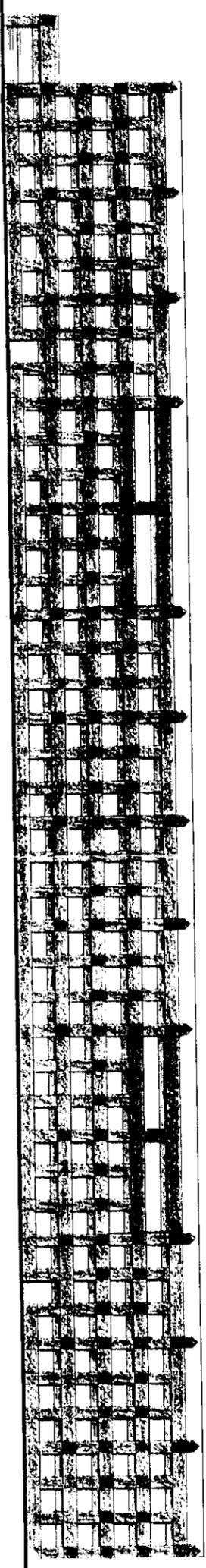
Sincerely,



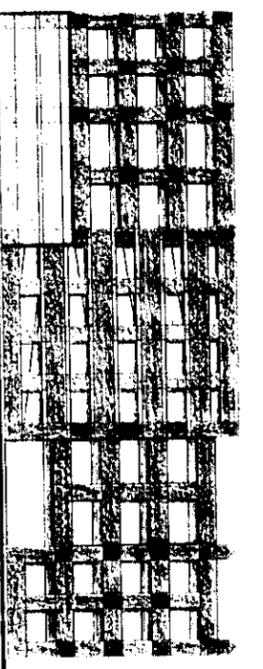
Michael J. McHugh

cc: Harry P. Hart, Esq.

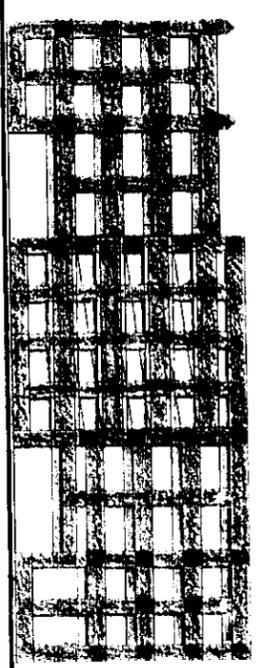
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3-15-03



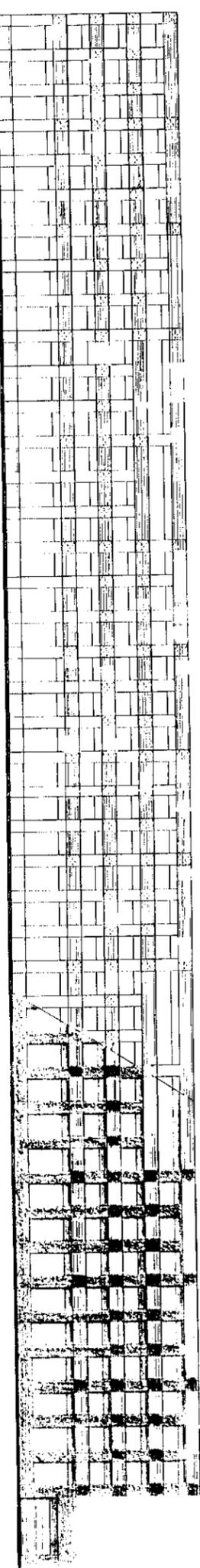
1 SOUTH ELEVATION • GARAGE
1/8" = 1'-0"



3 WEST ELEVATION • GARAGE
1/8" = 1'-0"



2 EAST ELEVATION • GARAGE
1/8" = 1'-0"



4 NORTH ELEVATION • GARAGE
1/8" = 1'-0"

STRUCTURAL
 EBELT / BRYAN
 3401 DODLEY MILLER RD. SUITE 200
 FARMINGTON, CT 06030
 TEL. (783) 827-6552 FAX (783) 558-2031
 W - I - P ENGINEERS
 SAI ENGINEERING
 6071 HAZARD DR. SUITE 100
 WEST HAVEN, CT 06611
 TEL. (783) 424-1271 FAX (783) 424-4474

C E S T S N B U I C B
 5 703 759 0866 F 703 759 2319



KEY PLAN

PROJECT NO.	001
DRAWN BY:	CPANG
REVIEWED BY:	JAC
REVIEW DATE:	
DATE ISSUED:	10/28/02
REVISIONS:	
No. Description	Date
1 DOWNG REVIEW	01/27/03

PROJECT TITLE
 GARAGE
 ALEXANDRIA TOYOTA

DRAWING TITLE

ELEVATIONS

SHEET NUMBER

DSUP #2002-0050
 3750 Jefferson Davis Hy
 ALEXANDRIA TOYOTA

Greg Tate

10

City of Alexandria, Virginia

8
3-15-03

MEMORANDUM

DATE: MARCH 11, 2003

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: PHILIP SUNDERLAND, CITY MANAGER *PS*

FROM: EILEEN P. FOGARTY, DIRECTOR, PLANNING AND ZONING 

SUBJECT: DOCKET ITEM #8
DEVELOPMENT SPECIAL USE PERMIT #2002-0050
ALEXANDRIA TOYOTA

The purpose of this memorandum is to clarify the issues involving a development special use permit amendment by Alexandria Toyota to construct a 5 ½ level parking garage structure and twelve additional service bays at the dealership located at 3750 Jefferson Davis Highway. This application was approved by the Planning Commission with modifications on March 4, 2003. This approval took place after the application was deferred by the Planning Commission at the February 4, 2003, public hearing to provide the applicant time to further refine the exterior design treatment of the proposed parking structure.

By way of background, staff had initially recommended lowering the height of the parking structure to mitigate the impact of the structure on the adjacent residences as well as from the neighboring community. The applicant argued that this would make it financially infeasible to build the structure. At the Planning Commission hearing, the applicant agreed to enhance the appearance of the exterior facade treatment in lieu of reducing the garage height. Staff supported the applicant's proposal. The Planning Commission requested further analysis to determine what facade treatment would be sufficient to mitigate the mass, bulk and appearance of the garage as an alternative to lowering the garage.

The staff, the applicant and Mr. Komoroske, representing the Planning Commission, explored alternative options for improving the exterior design appearance of the parking structure. The applicant agreed to the following conditions for improving the visual appearance of the parking structure as well as conditions on the use and operations of the parking garage:

- Use of high quality brick and mortar panels on all four sides of the parking structure;

- Modifying the exterior façade treatment of the parking garage to be consistent with the design treatment as illustrated in the staff sketch dated March 4, 2003;
- Use of decorative metal grates with fabric screen material to cut down on ambient lighting;
- Utilizing a pallet of colors, textures and accent materials that harmonize with the appearance of a residential or office building;
- Use of bollard type lighting on the parking structure roof; and
- Restricting the use of garage spaces to the parking and storage of inventory vehicles by employees of Alexandria Toyota or other automotive dealerships located in high impact areas of the City as determined by the Director of Planning and Zoning.

The Planning Commission unanimously adopted the proposed changes at its March 4, 2003, public hearing.

GT

8

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2002-0050

PROJECT NAME: Alexandria Toyota

PROPERTY LOCATION: 3750 Jefferson Davis Highway (Lots 500 and 502)

TAX MAP REFERENCE: 8.00-01-01&-03 ZONE: CDD #7 (OC/RC)

APPLICANT Name: Alexandria Toyota, Inc.

Address: 3750 Jefferson Davis Highway, Alexandria, VA 22305

PROPERTY OWNER Name: Edw. M. & Howard W. Smith, Trustees

Address: 2300 9th Street S., Ste. GR-1, Arlington, VA 22204

SUMMARY OF PROPOSAL: Amendment to DSUP #2001-010 to add 12 service bays to the rear of the existing building and a parking structure.

MODIFICATIONS REQUESTED: None

SUP's REQUESTED: Amendment to existing DSUP.

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of Title 7, Chapter 5 of the Code of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notices on the property for which this application is requested, pursuant to Article XI, Section 11-301(B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

Harry P. Hart
Print Name of Applicant or Agent

Harry P. Hart
Signature

HART, CALLEY, GIBBS & KARP P.C.
Mailing Address

(703) 836-5757
Telephone Number

307 N. Washington St., Alex. VA 22314
Mailing Address

November 22, 2002
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: 11-22-02
Fee Paid & Date: \$1115.00 11-22-02
Legal Advertisement: _____

Received Plans for Completeness: 11-22-02
Received Plans for Preliminary: _____
Property Placard: _____

ACTION - PLANNING COMMISSION: 03/04/03 RECOMMEND APPROVAL 7-0

ACTION - CITY COUNCIL: 3/15/03PH--CC approved the Planning Commission recommendation. (Separate Motion)

ALEXANDRIA TOYOTA

2A30

SPEAKER'S FORM

PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK 8
BEFORE YOU SPEAK ON A DOCKET ITEM. 3-15-03

DOCKET ITEM NO. 8 / Alex Toyota

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: MICHAEL MCHUGH
2. ADDRESS: 2000 N. 14th St., Suite 210, ARLINGTON, VA 22201
TELEPHONE NO. (703) 841-9318 E-MAIL ADDRESS: _____
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? EQUITY RESIDENTIAL: OWNER OF THE RESERVE
4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: _____ AGAINST: OTHER: _____
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
Attorney for neighboring property owner
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL? YES NO

This form shall be kept as a part of the Permanent Record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of 5 minutes will be allowed for your presentation. If you have a prepared statement, please leave a copy with the City Clerk.

Additional time, not to exceed 15 minutes, may be obtained with the consent of the majority of the Council present, provided that notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at Public Hearing Meetings, and not at Regular Meetings. Public Hearing Meetings are usually held on the Saturday following the second Tuesday in each month; Regular Meetings are regularly held on the Second and Fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item can be waived by a majority vote of Council members present, but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at Public Hearing Meetings. The Mayor may grant permission to a person, who is unable to participate in public discussion at a Public Hearing Meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

Guidelines for the Public Discussion Period

- All speaker request forms for the public discussion period must be submitted by the time the item is called by the City Clerk.
- No speaker will be allowed more than 5 minutes, and that time may be reduced by the Mayor or presiding member.
- If more than 6 speakers are signed up or if more speakers are signed up than would be allotted for in 30 minutes, the Mayor will organize speaker requests by subject or position, and allocate appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30-minute public discussion period.
- If speakers seeking to address Council on the same subject cannot agree on a particular order or method that they would like the speakers to be called, the speakers shall be called in the chronological order of their request forms' submission.
- Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.